

North Richmond Livable Communities Urban Design and Transportation Plan

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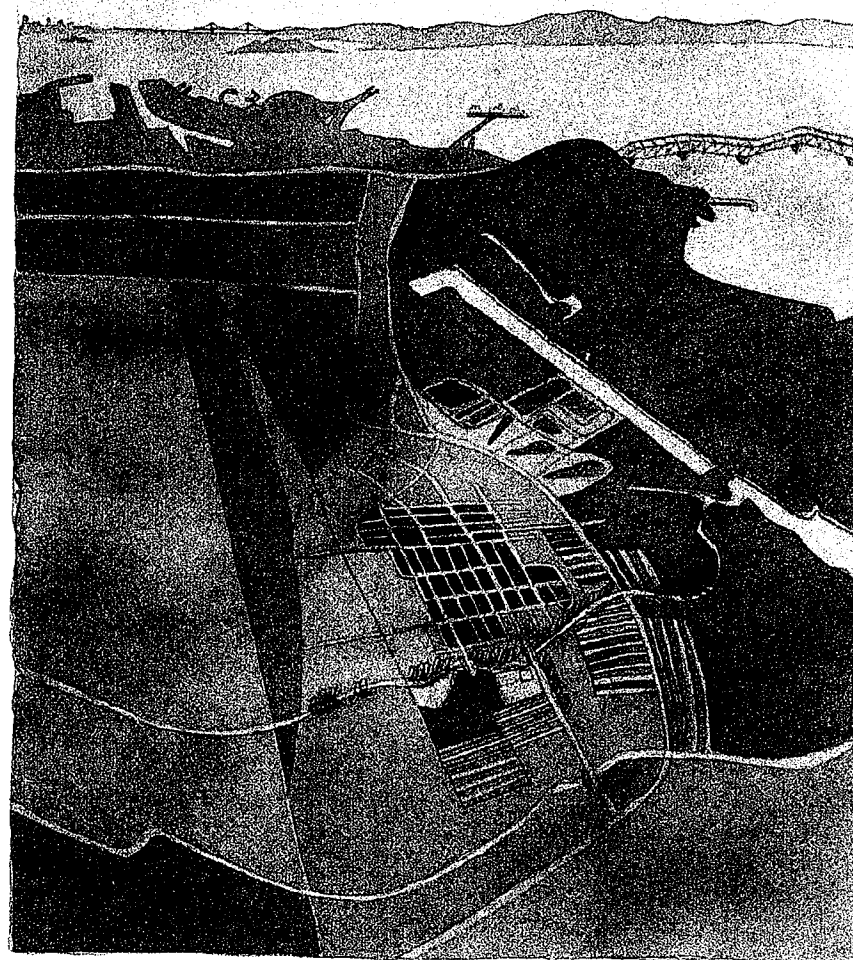
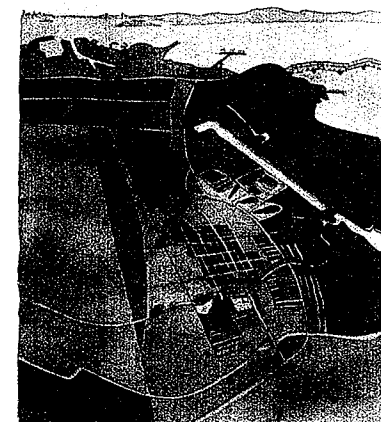


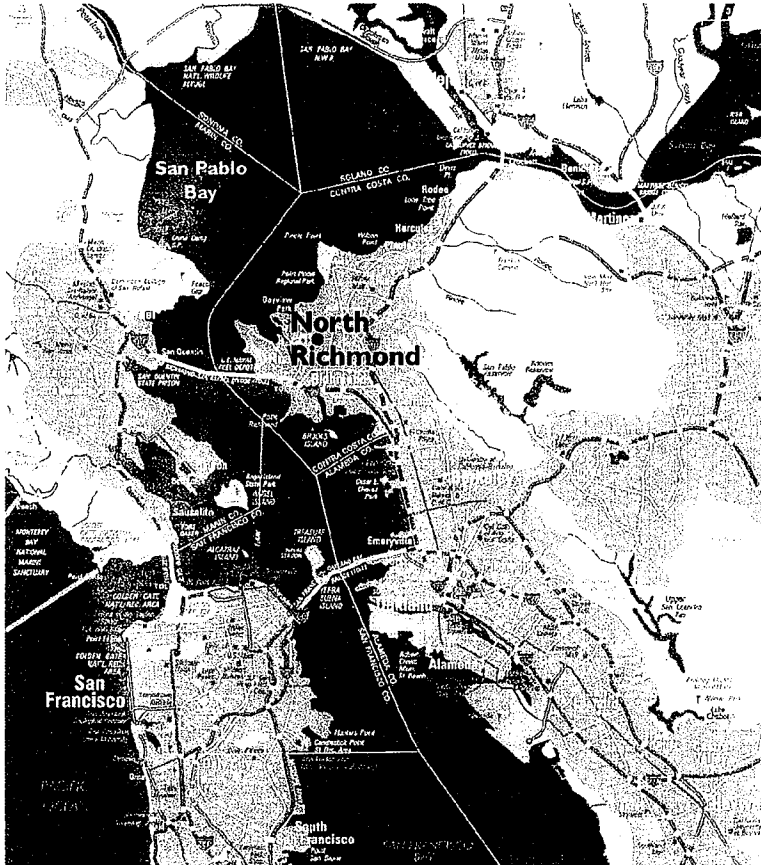
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Chapter I

Executive Summary



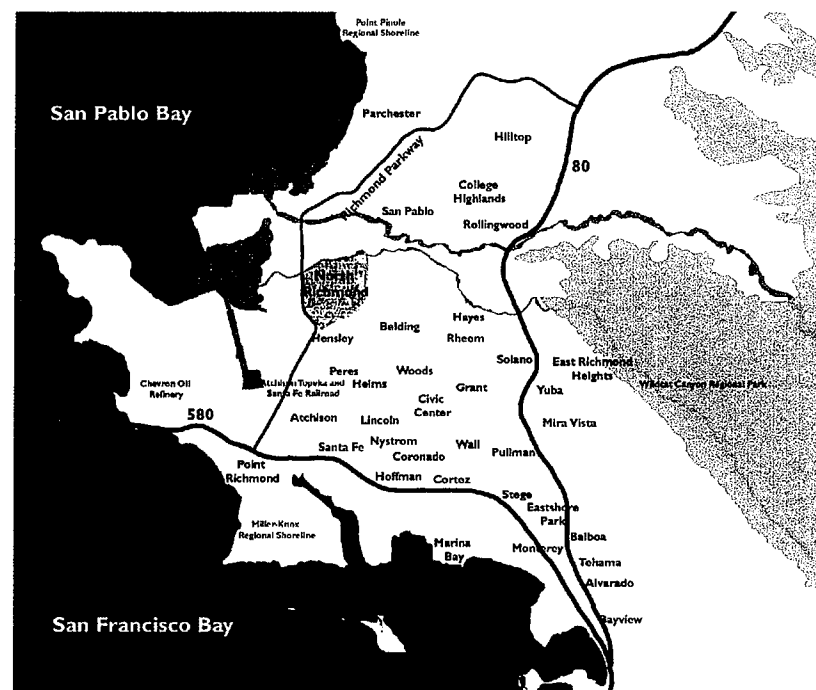
The Site and Plan

North Richmond is located at the confluence of the San Pablo and San Francisco Bays. Bordered by bay marshlands, the community is nestled between Point Pinole and Point San Pablo. North Richmond's physical boundaries include Wildcat Creek, the Color Spot Nursery floral production fields, the Richmond Parkway, industrial manufacturing, and the Atchison Topeka & Santa Fe Railroad yards. Although these uses provide clarity to North Richmond's edge, they also isolate it from its neighboring communities. Politically bisected by two administrative entities, Contra Costa County and the City of Richmond, the level of municipal investment is unevenly distributed throughout the community. Annexation by the City of Richmond was attempted twice, once in 1953 and again in 1965, and was defeated by community members on both occasions.

North Richmond's location at the northern edge of the City of Richmond, adjacent to San Pablo Bay, contributes to the poor accessibility and visibility within the East Bay landscape. The Richmond Parkway promises to benefit the community's accessibility by connecting Interstate 580 to the south and Interstate 80 to the north.

Low density and decentralization promote the characterization of North Richmond as a culturally diverse, rural community. Small corner grocery and liquor stores, a diversity of religious institutions, the new Center for Health and the North Richmond Senior Center provide the primary civic architecture. Shields-Reid Park and Community Center, the North Richmond ballfields, and the Wildcat Creek corridor comprise the public recreation spaces. Together, these civic and recreational places comprise the current focal points of the neighborhood. Land use is primarily residential and industrial. The disparate locations of these features and land uses contribute to the neighborhood's spatial and physical discontinuity. However, the landscape which forms the fabric of the neighborhood is distinctive to its setting. Situated within the Wildcat Creek floodplain, it can be characterized as a flat, fertile, alluvial plain.

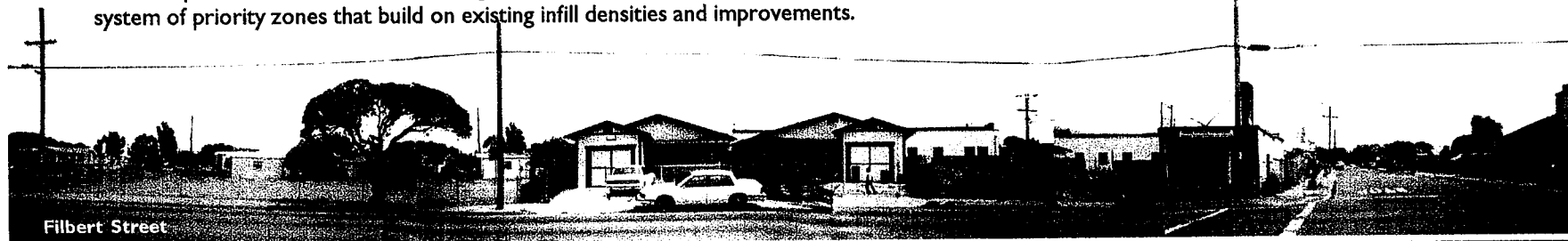
The holistic approach presented in this plan will define the neighborhood's unique landscape. Gateways, circulation, landuse organization, place, and character, both in the city and county areas, will contribute to the reinforcement of the unique landscape character and improve the public amenities of North Richmond.



The North Richmond Landscape and Transportation Plan will utilize the existing public landscape pattern and natural features. Typological landscape elements, existing and proposed building patterns, and a restructured transportation system will together create a new town center. The public landscape is seen as a catalyst that builds on the landscape's unique quality and character while providing a framework for future growth. Central to this plan will be the development of defined urban landscape types, that is, streets, parks, wilderness, fields, plazas, squares or greens, and transportation yards, as well as amenities that support existing community development and new economic activities.

More specifically, the Landscape and Transportation Plan will address the following issues:

- Determine the location and conceptual design of a town center that is the focus for the civic life of the North Richmond community and also potentially functions as a community green or a transit center.
- Link the existing public landscape spaces, creeks, and trails via pedestrian and bicycle paths, which will strengthen the neighborhood landscape character and connect ecological and environmental natural resources with the surrounding open space of the Bay Area.
- Identify and design gateways, which celebrate and integrate the rich, diverse, mix of uses and cultures within the community at neighborhood thresholds. Major gateways, activity nodes and special public space treatments will celebrate and mark location.
- Create and develop standards for environmental buffer fields to mitigate impacts on residential uses from adjacent uses while linking regional and community open spaces and natural resources.
- Create a hierarchy of streets, identify pedestrian oriented streets, and develop streetscape designs, which improve pedestrian, bicycle and vehicle safety and the physical neighborhood aesthetic. Link pedestrian and bicycle paths to transit facilities and existing bicycle lanes.
- Designate transit linkages along major thoroughfares, and connector streets. Evaluate the existing transit scheduling and pick-up locations. Develop standards for bus stops and transit centers.
- Identify opportunities for the economic development of existing industrial properties. Evaluate and develop concepts that address the adjacent industrial zone's use and identity in the neighborhood.
- Identify potential sites and develop guidelines for future residential infill development and/or commercial or mixed-use economic development projects.
- Establish priorities, timetable and funding sources for implementing the transportation and urban design improvements identified. Create a system of priority zones that build on existing infill densities and improvements.



Design Process

Landscape is the focus and central tool for restructuring the urban form of North Richmond. This project's goal is the creation of a multi-dimensional approach to transportation and urban landscape design planning. Transportation planning and economic development are combined with urban landscape design to comprehensively address the neighborhood's physical, social and experiential qualities.

Hood Design defines "urban landscape" as landscapes where there is a collective density of inhabitants who share physical, social, political and economic resources. The landscape provides the setting and framework for buildings, street and block patterns, recreation and civic uses, historical and cultural traditions, and creates the visual image and impression in the human eye and memory of a place. Currently, negative interpretations are made of North Richmond based on imagery and judgments passed through myth and historic interpretations. It is apparent by many physical signs within the landscape which places inhabitants or organizations consider important and are well cared for, and which places are abused and resented. This often correlates to the perceived quality or effort put into the "design" of these places. This design team is committed to the development of places that reflect their location, time and social uses, therefore making them useful and memorable to the community and city residents.

Looking at the community through landscape typologies is a method of systematically categorizing the complex public landscape into discrete elements to better understand and articulate its diverse needs and uses. Streets, parks, plazas, wilderness, fields, yards, and gardens constitute the public urban landscape. Their design and development can provide the catalyst and structure for a revitalized public realm.

Street	The structural framework which organizes public and private development. Streets are democratic thoroughfares and public ways that support transportation and pedestrian traffic.
Park	Constructed landscapes modeled and designed after nature that are used for recreational and/or leisure activities. This landscape offers respite from the built city environment.
Plaza	Landscape space bounded by civic, institutional, and/or commercial uses, which has a direct relationship with the street. The landscape's form creates a focal point that serves as a center for social activity, public interaction, commerce and political purpose.
Wilderness	Pre-existing natural landscapes that over-time have been preserved, conserved, and reserved for public use (recreational or educational) and ecological value.
Field	Open landscapes used for recreation, agricultural production, or infrastructure. Scale and size usually relate to site specific programmed practices and activities.
Yard	Public or private lots for utilitarian uses. The boundaries are clearly defined by adjacent buildings fences or walls.
Public Gardens	Cultivated and/or ornamental landscapes for city and neighborhood residents. Ornamental holdings are primarily for pleasure, horticultural teaching and learning. Cultivated holdings can vary from the individual to collective gardens for the community.



Existing Urban Form

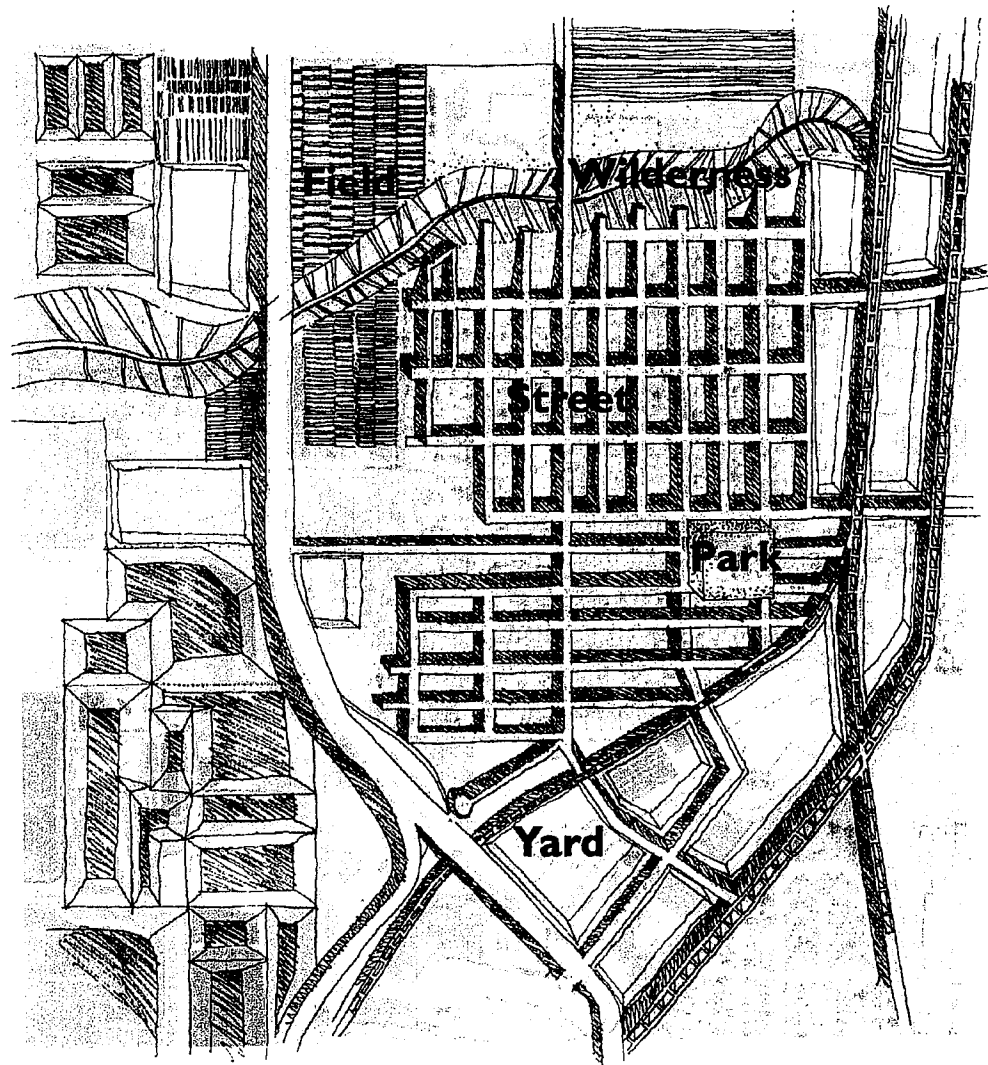
The public landscape of North Richmond is composed of five basic landscape types. Although often indistinguishable, they serve a multitude of community purposes and uses.

Field: Color Spot Nursery occupies North Richmond's northern and western boundary. The flat alluvial fields are located in Class I and Class II land cultivation capability classes. The expansive floral production fields host orderly flower rows and greenhouses. Their orthogonal relationship to the city grid is in contrast to the surrounding built landscape. Although privately owned, the fields enhance the public landscape's visual character.

Streets: The street landscape is primarily without public amenities; that is, tree planting, furnishings, etc. Only Gertrude Avenue and Alamo Street hosts significant street tree planting. They are located in a two-block area west of Shields-Reid Park. The flatness of North Richmond contributes to the wideness and vacantness of the street landscape. Where through streets occur, at Gertrude, 3rd street, Market and Chesley, views in and out of the neighborhood are paramount.

Wilderness: Wildcat Creek is characterized as a wilderness landscape. Natural planting, wildlife and natural processes bring a living edge to the north Richmond neighborhood. The stream channel has been restructured as a two-stage flood control channel with a meandering bank, a wide channel and a floodplain, which supports grass, scrub and upland riparian trees.

Park: Shields-Reid Park is primarily a set of recreational ball fields and children's play areas. The community center occupies a quarter of the park space. The park's location is central to the urban form of North Richmond. Situated on the border of city and county, Gertrude Street terminates at the park's edge, connecting it to the Richmond Parkway. Chesley forms the park's northern boundary, connecting it eastward to San Pablo. Giaramita Street also terminates at the park, bisecting its northern edge and connecting it with Wildcat Creek and Verde Elementary School.

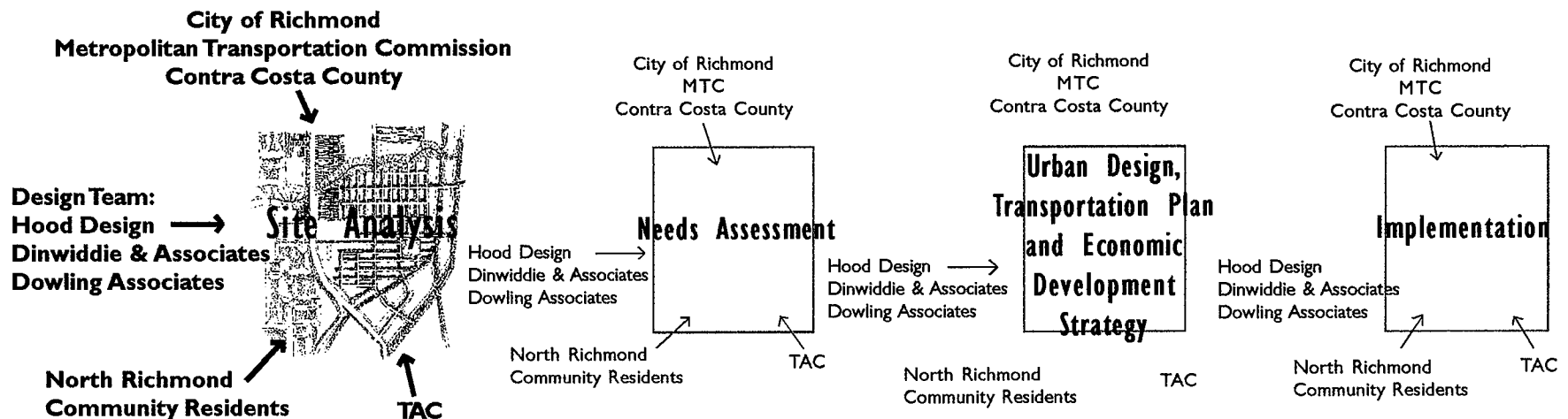


Yards: This type characterizes the large scale industrial uses along the southern and eastern edge. Parcel size and continuous perimeter edges identify this type. Although these yards are private entities, they circumscribe the community's eastern and southern edge, constituting the major entrance and exit thoroughfares.

Planning Process

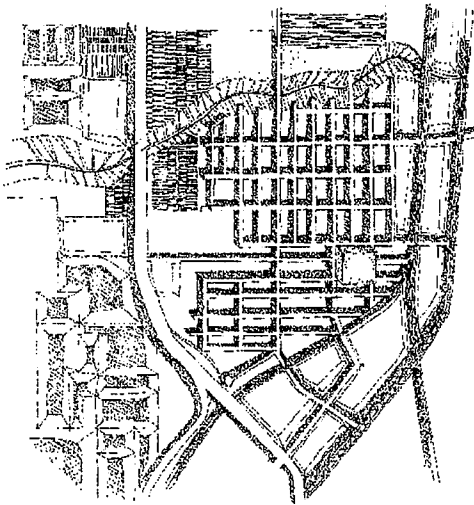
North Richmond was long ago defined as a “blighted” community and it continues to be labeled with this term. The California Health and Safety Code defines blighted as “physical, or economic liabilities, requiring redevelopment in the interest of the health, safety, and general welfare of the people of such communities and of the state.” As a result, North Richmond has been the subject of numerous redevelopment, feasibility, and development studies. Among these are: a 1955 program to build postwar housing, the Model Cities Plan in 1968 by the Joint Agency for the Development of the North Richmond-San Pablo Bay Area through HUD, the 1971 North Richmond-San Pablo Bay Area Study, the 1987 North Richmond Redevelopment Project by the Contra Costa County Redevelopment Agency, the 1992 North Shoreline Specific Plan, the 1994 Neighborhood Strategic Action Plan for the North Richmond Target Area by the Community Housing Development Corporation, the 1996 North Richmond Community Revitalization Strategy by Contra Costa County and HUD, and recently, the 2000 grant application by Contra Costa County for the North Richmond Community Enhancement and Circulation Project.

Past projects have viewed and analyzed North Richmond utilizing planning and economic statistics, demographic profiles and social programs. Initiated by the City of Richmond or Contra Costa County they have often only encompassed their community jurisdiction. In recent years, studies by government agencies have also included community input. This plan, the North Richmond Transportation and Urban Design Plan, differs in its focus, approach and team composition. First, it is sponsored jointly by the City of Richmond, the Metropolitan Transportation Commission, and Contra Costa County, agencies which have been increasingly collaborating in recent years. Input is solicited from residents of North Richmond, City and County agencies, and from advisory committees encompassing the range of government interests within both the city and the county. Funding sources will be solicited from both administrative entities. North Richmond is characterized as one planned area. This plan will build upon applicable elements of existing plans such as the North Richmond Shoreline Specific Plan, the North Richmond Design Guidelines, and the North Richmond Revitalization Strategy. The urban landscape’s design and development will establish a foundation for improved public landscape and transportation amenities and resources.



Chapter 2

Site Analysis



Existing Transportation and Transit Conditions

Transportation

This section discusses the vehicular, bicycle and pedestrian circulation system within the North Richmond neighborhood and its linkages to the surrounding area. The North Richmond area is bound by the Richmond Parkway on the west, Wildcat Creek on the north, and the railroad to the east and south.

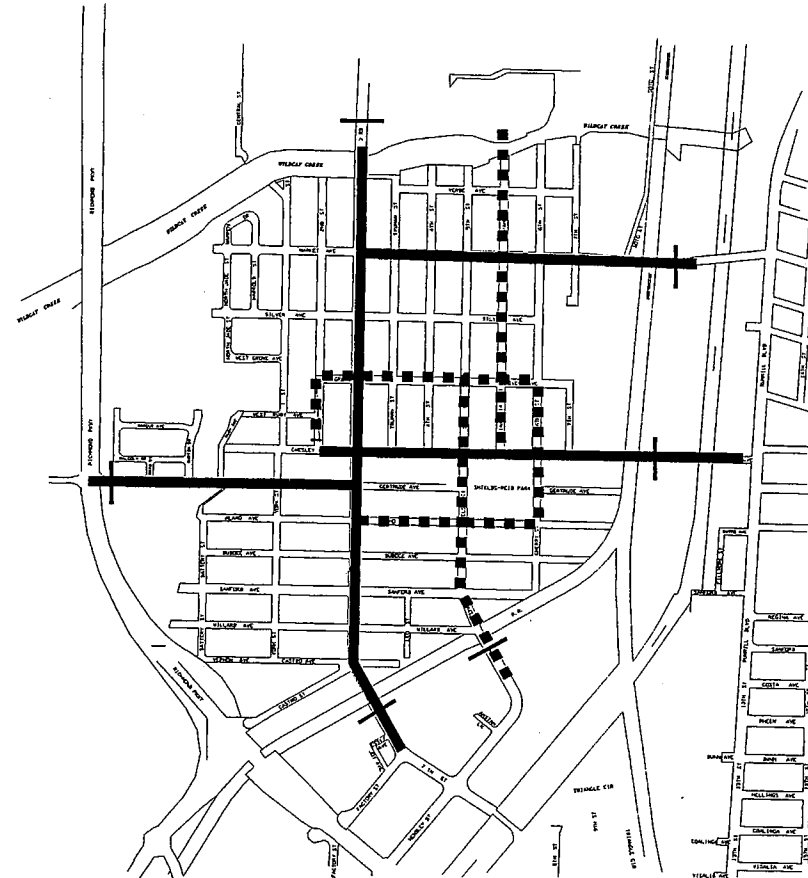
Traffic Flows

Regional access to North Richmond is provided via Gertude Avenue at the Richmond Parkway, 3rd Street north of Wildcat Creek, Chesley Avenue, and Market Avenue to the east at Rumrill Boulevard and Filbert Street and Kelsey Street to the south across the railroad tracks. Within the community, residents and vehicles use these streets to reach the regional transportation system. Rumrill Boulevard provides connections with various area-wide services and facilities. The Richmond Parkway provides north-south regional access to I-580 and I-80 as well as other regional destinations.

Roadways

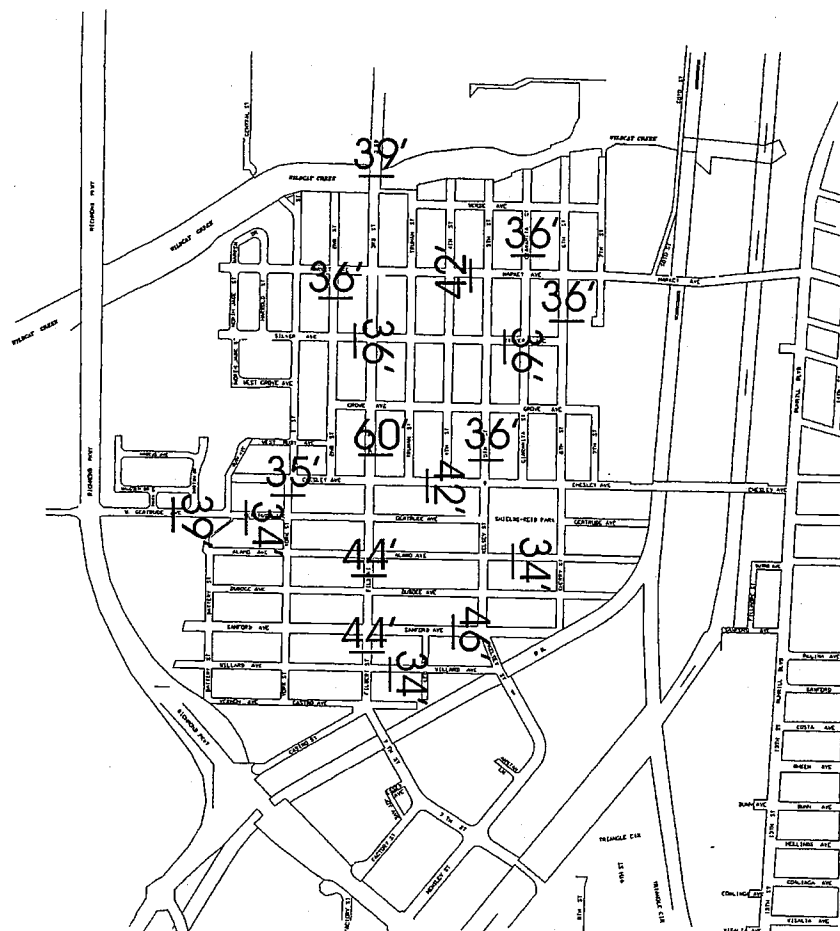
The internal street system of North Richmond has a north-south and east-west grid configuration. The internal streets can be classified as either arterial roadways or local streets. With the exception of the following streets, which are considered arterial roadways, all other street within North Richmond should be considered local streets.

1. Gertrude Avenue,
2. Chesley Avenue,
3. 3rd Street,
4. Market Avenue,
5. Filbert Street and Kelsey Street.



- Primary Routes
- - - Secondary Routes
- Gateways to Neighborhood

No traffic volume data was available for the roadways within the study area; however, field observations suggest that Chesley Avenue, Market Avenue, 3rd Street, and Gertrude Avenue carry major traffic flows within the area. Secondary traffic routes include Filbert Street and Kelsey Street.



44' Curb-to-curb street width

Roadways within the North Richmond area are generally about 34 to 44 feet wide with parking on both sides. A few streets are wider such as Market Avenue, Chesley Avenue, Gertrude Avenue and Filbert Street. These streets vary in width from 40 to 44 feet and provide for parking along both sides of the street. However, Gertrude Avenue does not have parking

east of the Richmond Parkway between the Parkway and York Street. The widest street in the area is 3rd Street. 3rd Street is about 60 feet wide from Chesley Avenue north to Wildcat Creek. At the creek, 3rd Street narrows to about 40 feet.

Bicycle Facilities

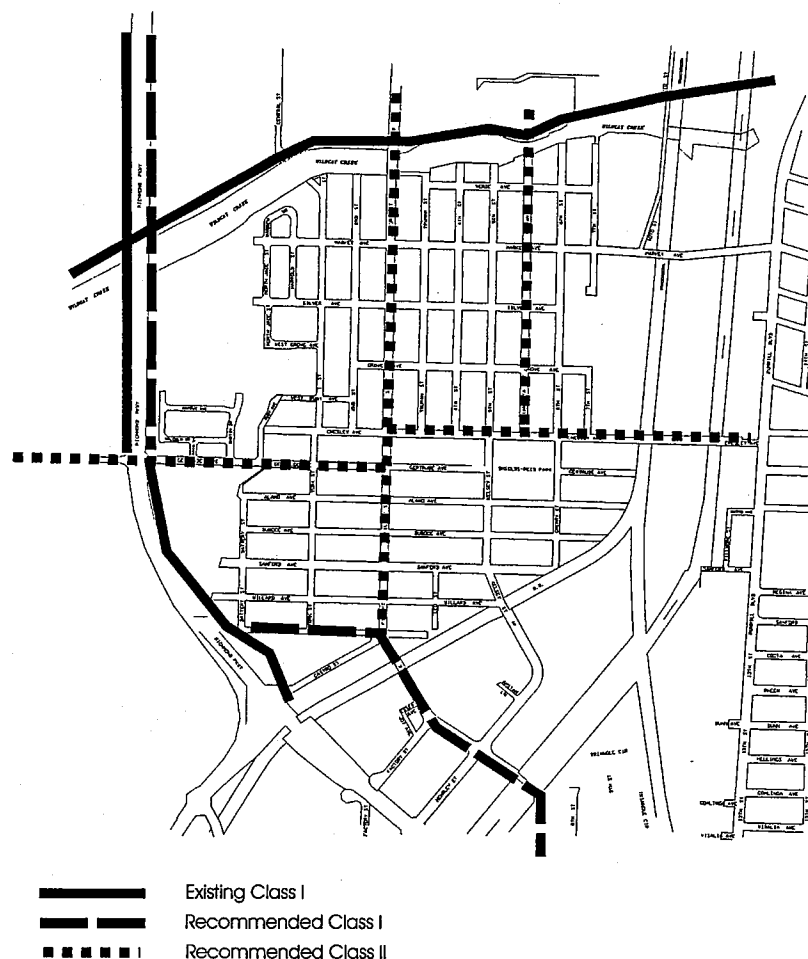
Bicycle facilities are divided into three categories. These include: Class I, Class II and Class III.

- Class I Bikeways (Bike Paths) provide for two-way bicycle travel on a right-of-way completely removed from a street or highway.
- Class II Bikeways (Bike lanes) provide striped lane for one-way bike travel on a street or highway.
- Class II Bikeways (Bike Routes) provide for shared use with pedestrian or motor vehicle traffic.

Class I (Bike Paths) appear to provide the best facilities for safety and operations; however, experience does not support this simplistic view. Because bike paths can accommodate various types of vehicles and user groups, conflicts between users can occur. Where bicycles and pedestrians have the potential to use the same facilities, the bike path should be signed for bicycles only. Technically, a bike path that allows pedestrian use does not qualify as a "Bike Path".

Today, no formal bicycle system exists within the North Richmond area. Outside the neighborhood along the Richmond Parkway, there is a Class I bicycle path. The path extends from Goodrick Avenue (to the north) to a point adjacent to Castro Street (to the south). The path is located on the western side of the Richmond Parkway between Goodrick Avenue and Gertrude Avenue. At Gertrude Avenue, the path switches to the east side and continues south to a point near the western terminus of Castro Street. In addition, a Class I bicycle path is provided along the north side of Wildcat Creek that cross the entire north side of North Richmond with connections to the Wildcat Creek Trail staging area west of the Richmond Parkway and the regional bicycle system to the east.

The City of Richmond General Plan includes the designation of more bicycle facilities both serving the North Richmond neighborhood and operating inside. Class II bike lanes are recommended for 3rd Street from Parr



Boulevard north of North Richmond to Chesley Avenue, and Filbert Street south across the railroad to 7th Street and 6th Street to Nevin Avenue. Additional bike lanes are recommended on Gertrude Avenue from Filbert Street westerly across the Richmond Parkway to the end of Gertrude Avenue and along Chesley Avenue from 3rd Street east to Rumrill Boulevard.

In addition to the City of Richmond General Plan bicycle circulation plan, TRAC (Trails for Richmond Access Committee) is interested in completing the Bay Trail. They are trying to gain funding to complete the Bay Trail.

Transit Services

AC Transit provides public transportation service to and from North Richmond. AC Transit provides three major types of service to North Richmond. These include:

- AC Transit Route #76. This basic service operates weekdays on a 30 minute headway from about 6:00 AM until 8:00 PM. Saturday service operates on a 60-minute headway from about 6:30 AM to 7:30 PM on Saturdays and Sundays. Some of the destinations along this route include: Contra Costa College, Helms Middle School, San Pablo City Hall, City of San Pablo Library (Market Ave./21st St.), N. Richmond (Market Ave., 6th St., Chesley Ave., 3rd St.), Kaiser Hospital, Richmond BART/Amtrak, Kennedy High School, El Cerrito del Norte BART.
- AC Transit Route #376 (North Richmond Shuttle) operates from about 7:40 PM until 2:20 AM on a 30-minute headway during the week and Saturday and Sundays. Some of the major destinations along this route include: Richmond BART/Amtrak, Employment Development Department, Richmond High School, Salesian High School, Contra Costa College, Brookside Hospital, Hilltop Shopping Center, Hilltop Park & Ride, Juan Crespi Middle School, El Cerrito del Norte BART.
- AC Transit Routes 608 and 677 provide limited morning and evening peak hour service for access to various schools and other major destinations outside of the North Richmond neighborhood.
- AC Transit Route 71 operates along Rumrill Boulevard weekdays from 5:30 AM until 7:30 PM on a 30-minute headway and weekends from 7:00 AM until 7:00 PM on a 60-minute headway. The route services the following destinations: Point Pinole Regional Park, West County Justice Center, United Parcel Service, Contra Costa College, North Richmond (Rumrill Rd./13th St.), Richmond BART/Amtrak, El Cerrito del Norte BART, Pinole Vista Shopping Center, Hilltop Park & Ride.

AC Transit's Line 71 will be extended from its current terminus at Point Pinole Regional Shoreline Park, which is north of North Richmond, to the Richmond Parkway Transit Center located near I-80 and the Richmond Parkway. The extension will take the route along Giant Highway, Atlas Road, Kay Road, San Pablo Avenue, and the Richmond Parkway.

WestCAT, which is an independent bus and van transit operation provided within western Contra Costa County, does not serve North Richmond. WestCAT provides service in Pinole, Hercules, and neighboring communities. Fixed route service is available weekdays. Dial-a ride service is available to seniors and the disabled.

No other specialized public transit services are available within North Richmond. Some special transit may be available through many of the public agencies

Pedestrian Walkways

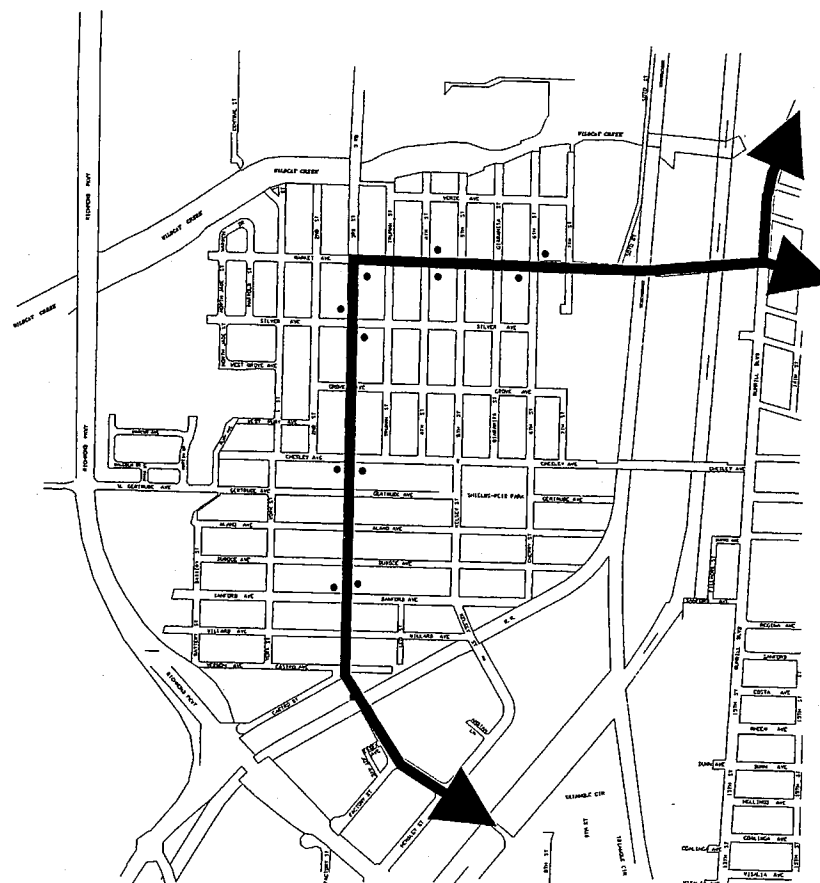
North Richmond does not have any formal pedestrian circulation system. With the exception of the bicycle/pedestrian path along the northern side of Wildcat Creek, no other pedestrian paths are defined within the neighborhood.

The pedestrian system within North Richmond is limited to sidewalks with limited numbers of separated pedestrian paths. The only formal pedestrian path is located along the northern side of Wildcat Creek, which primarily serves as a bicycle path with connections to the regional bicycle system.

Roadway Standards

For the purposes of this study, the City of Richmond staff suggested that the Contra Costa County Public Works Department roadway standards be used. These standards, dated, November 1999, provide details regarding roadway types, widths, and configurations. The county standards include four basic roadway types. These are:

1. Major arterial with 14 foot median. There are two designs for this facility type. One has a right-of-way that ranges from 126



- Bus Stops
- Bus Routes

to 136 feet with a curb-to-curb width of 106 feet. The second has a curb-to-curb width of 82 feet and a right-of-way of 102 feet. Both have four travel lanes with parking and a 14 foot median.

2. There are four collector streets. The arterial/industrial collector has four travel lanes with parking and no median. The curb-to-curb width is 64 feet with a right-of-way of 84 feet. The other three collector streets have two travel lanes and range from 48 feet to 36 feet curb-to-curb with rights-of-way from 68 feet to 56

feet. Parking is allowed on all collectors except for the Minor Collector.

3. Local roads have two travel lanes and a curb-to-curb width of 32 feet and right-of-way of 52 feet.
4. Private roads have two travel lanes and can range from 20 feet to 32 feet in width with right-of-way requirements of 30 feet to 42 feet.

Given the widths of the streets within the North Richmond area, none of the North Richmond streets appears to conform to the County standards. 3rd Street would be classified as an arterial/industrial collector under the county standards. Streets round 63 feet would have four travel lanes and be classified as Arterial Collectors. Streets with 48 feet of width would be Industrial Collectors. Most other local streets would be Minor Collectors (36 feet curb-to-curb) or local roads (32 feet curb-to-curb).

Traffic Calming Standards

The City of Richmond and Contra Costa County do not have standards for traffic calming. However, the profession has developed a series of strategies for traffic calming that have been employed by many local jurisdictions to assist in managing traffic flows, speeds and other changes in traffic patterns.

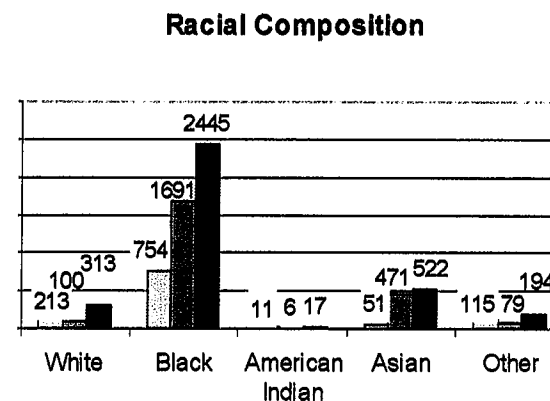
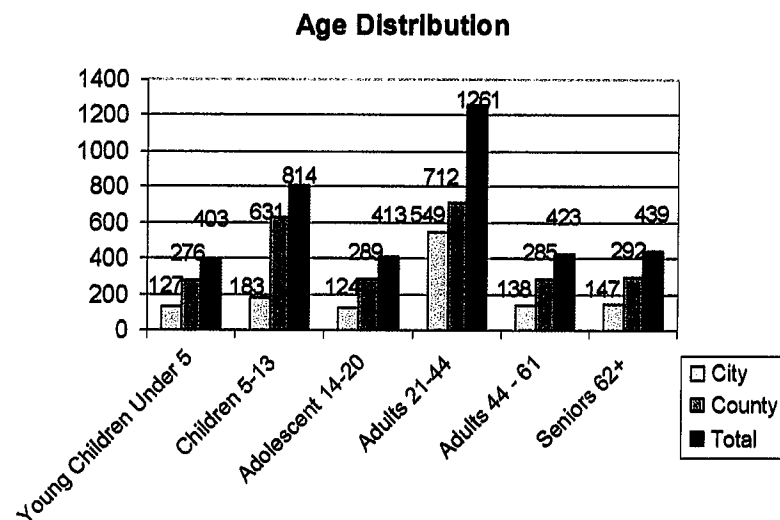
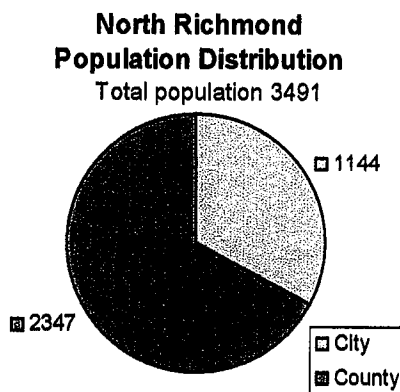
DEMOGRAPHICS & LAND USE

Existing Demographics

The 1990 Census shows North Richmond as having a population of 3,491 people, with approximately two thirds residing in the County portion and one third residing in the City portion. There were 1,042 households in North Richmond and the average household size was 3.18 persons, which is much higher than both the County and City's average household sizes. The population densities of North Richmond in comparison to the land area are low and more analogous to rural and suburban scale densities as oppose to that of urban densities of the City of Richmond and most of Contra Costa County. Based on the 1990 Census, almost half (47%) of the 3,491 residents residing in North Richmond were under the age of 20 and approximately 11% were over the age of 62. Over a third of the residents were among 21-44 years of age, which are the prime child-bearing years. In August 1994, ABAG had anticipated that North Richmond's population would increase to 5,063 by 2000 with a corresponding increase in the number of households to 1,621. The average household size was anticipated to drop slightly to 3.12 per household.

North Richmond is a predominately a minority area, with 74% of the residents being Black based on the 1990 Census. Additionally, over half of the households with children under the age of 18 are headed by females and one-quarter of all households are persons living alone. The average household income of \$17,901 in 1990 for North Richmond is significantly below that of both the County and the City of Richmond. Furthermore, ABAG had projected that the average household income would drop to \$16,900 or 6% by 2000. This is during a period when most of the Bay Area economy has experienced income increases.

Since the 1990 Census, there has been a significant increase in North Richmond's population and changes in the demographic make up. The area continues to be a predominately lower-income minority area which a substantial proportion of its population being either under 20 and over 62. In the last ten years, North Richmond has experienced a substantial increase in the number of Hispanic and Asian household that reside in the area.



Existing Land Use

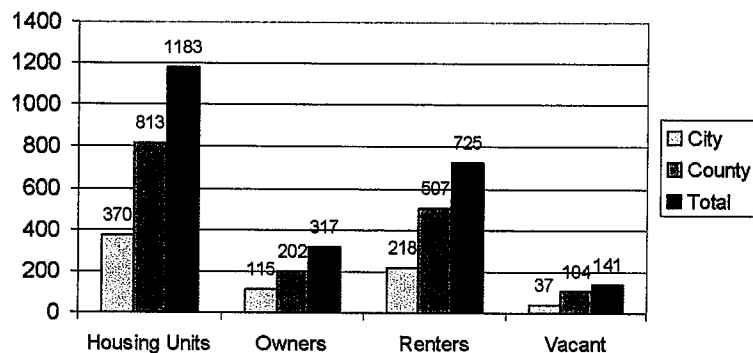
There are total of 1,958 acres or 3 square miles of land within North Richmond. Current land uses in North Richmond include residential, commercial, industrial, civic/institutional and open space. Within the North Richmond Study area, the predominate land use is residential, primarily single-family. Of the 1,183 housing units in North Richmond, only 317 (30%) were owner-occupied and 725 units (61%) was rental. This is particularly interesting since the majority of North Richmond's housing stock is either single-family homes or two to four unit buildings, both of which are typically owner-occupied structures. Based on the 1990 Census data and Assessor parcel information, almost half of the rental housing units in North Richmond were owned by the County Costa County Housing Authority (324 units).

There are over 150 vacant residential lots in North Richmond. Additionally, the 1990 Census indicated that there were 141 vacant units in North Richmond, which is over 10% of the housing stock. Furthermore, approximately 5% of the housing stock is boarded-up. Although vacant and boarded up properties can be found throughout the area, there appears to be a higher incident of those properties in the area between the Parkway and Filbert/3rd Street, especially the area to the east of the Parkway Estates. The amount of vacant and boarded up properties stymies residential development and economic development of the area.

The few commercial uses in the North Richmond are small convenience and liquor stores and are located primarily along 3rd and Filbert Streets. Housing is intermingled with the commercial buildings, a number of which are vacant or boarded or in disrepair. At the corner of 3rd Street and Chesley Avenue is the new post office and County Health Center and Sheriff substation. Many of the churches in North Richmond are also located either along 3rd/Filbert Streets or along Chesley Avenue.

Between 1990 and 2000, about 200 units were built in North Richmond (including the Parkway Estates 77 units and the 52-unit senior housing complex), thus increasing the housing stock to approximately 1,380. Approximately 100 of the units are owner-occupied housing, however the ownership rate still remains at approximately 30%. North Richmond's homeownership rate is significantly below the City's rate of 54% and the County's rate of 66%. In a strong housing market, new housing development in North Richmond has been slow. This is especially significant considering the amount of available, vacant, affordable residential lands and the strong demand for new affordable housing developments.

North Richmond Housing Occupancy

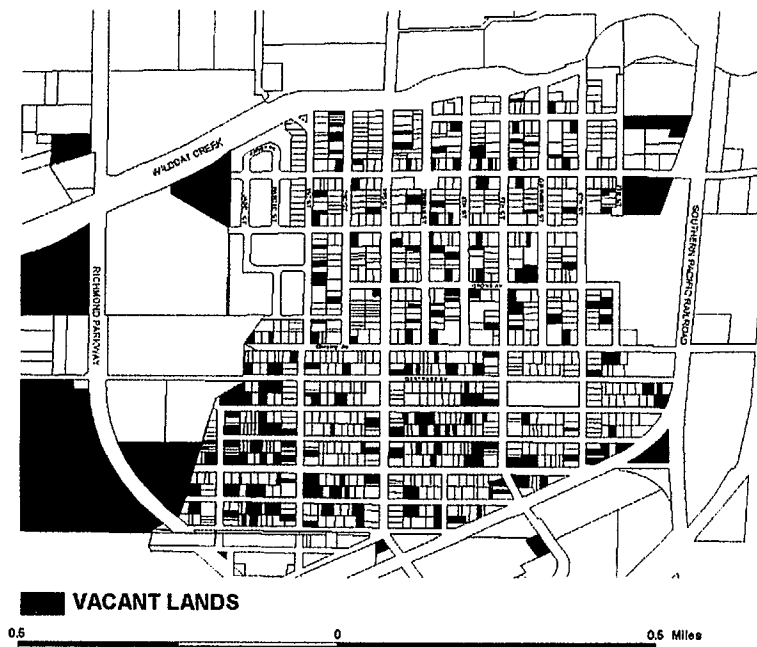


City and County Land Use and Zoning Designations

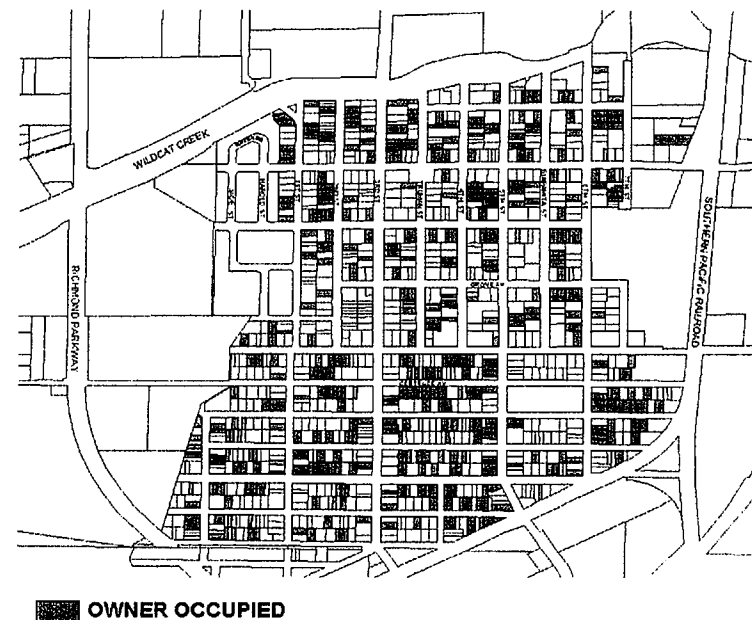
The land use designations in both the City and County portions are similar - Single Family Medium Density and SH-Single Family Residential-High Density. All the City portions of the area have been designated single-family residential except for the two community recreational resource (CRR) uses at Shields-Reid and the North Richmond Ballfield. Similarly, all of the County portions of the area have been single family residential - high density except for six areas which are designated as: multiple-family low density, multiple family-medium density, multiple family-high density, commercial, public/semi public and light industrial. The general intent of the land use designations of both the City and County is to generate additional housing development and to strengthen the neighborhood fabric.

To accomplish this objective, the County has zoned its portion of North Richmond as a Planned Unit District. Additionally, the County has adopted the North Richmond Plan Area, which established very specific uses and development guidelines including child care, transportation management and public works improvement requirements which are applicable to all projects with 100 or more employees or 29 or more units. Further, both the County and City has recommended rezoning of the existing industrial and agricultural properties to residential with exception of the area at the eastern border adjacent to the Southern Pacific Railroad tracks that is currently zoned for Light Industrial. The City's zoning designation is SFR-3 which allows for single family developments on 5,000 square foot lots. If the intent is to make North Richmond a residential neighborhood and to eliminate the current land use conflicts with industrial uses within the neighborhood boundaries, it may be more appropriate for the areas zoned for light industrial uses to also be rezoned to residential use.

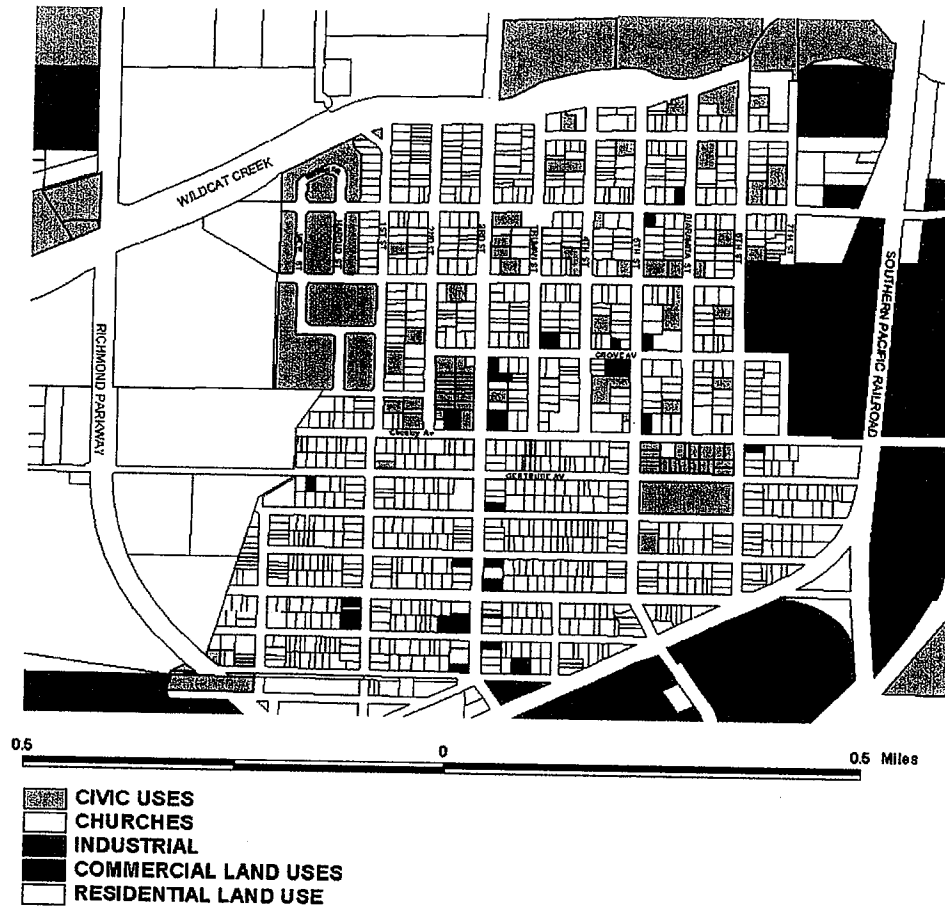
**NORTH RICHMOND
VACANT PROPERTIES**



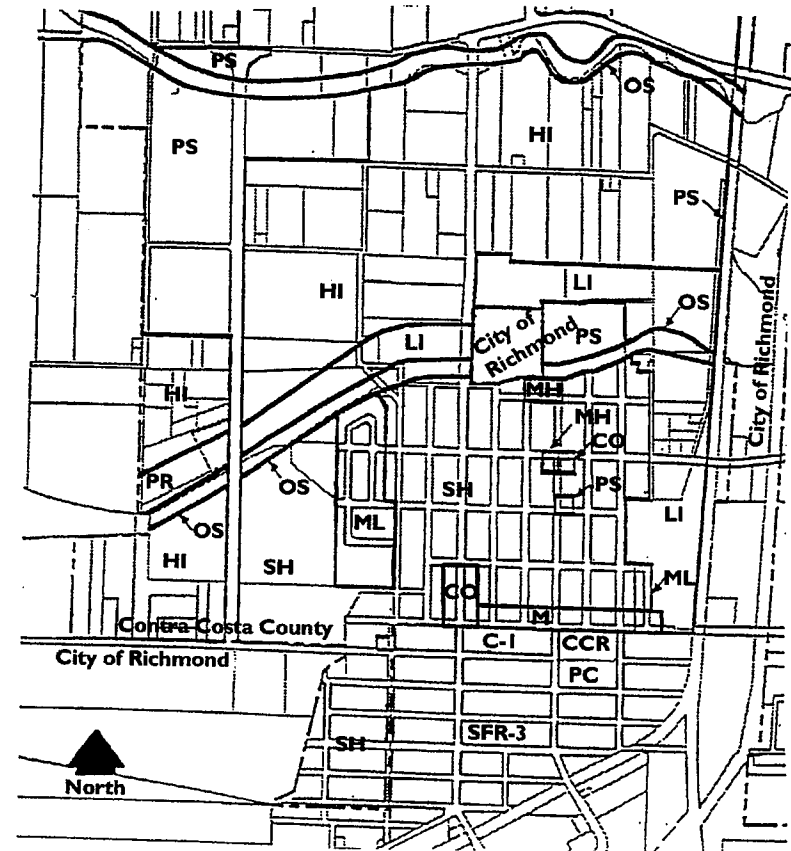
**NORTH RICHMOND
OWNER OCCUPIED PROPERTIES**



NORTH RICHMOND PRIMARY LAND USES



RICHMOND GENERAL PLAN

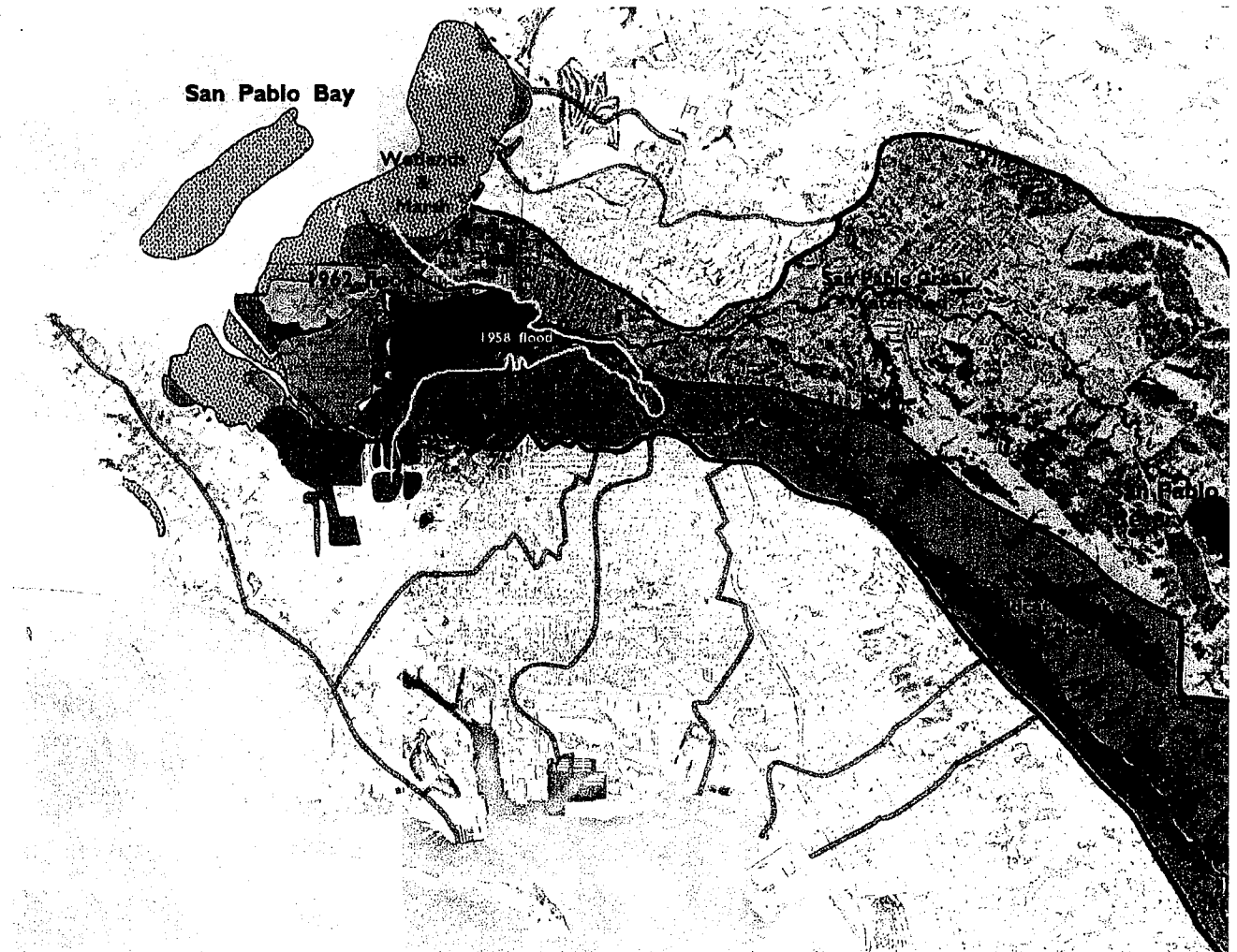


NATURAL FACTORS

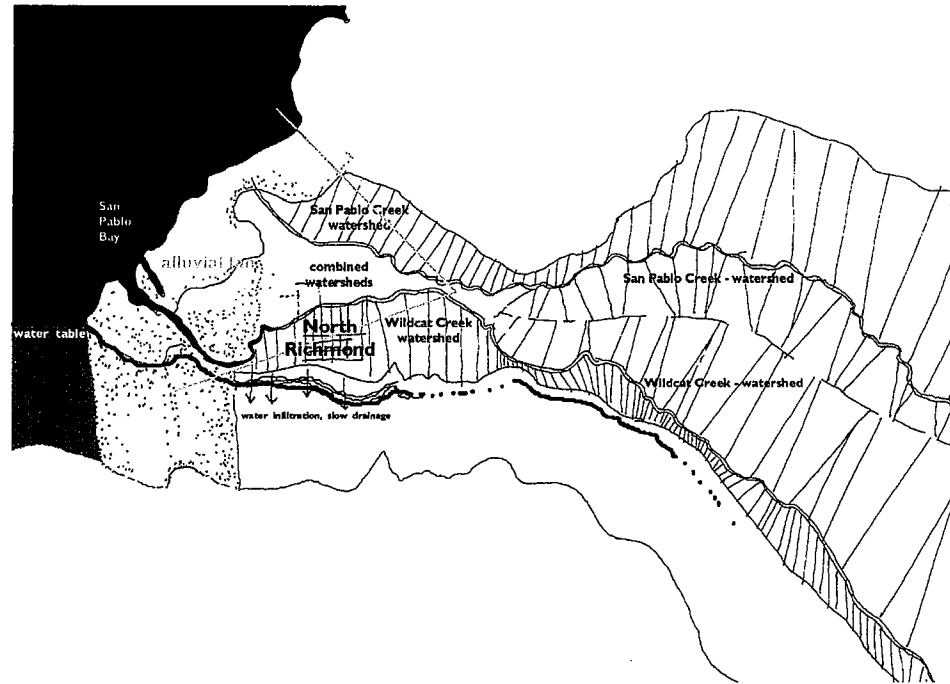
Hydrology

North Richmond is situated on the southern edge of the floodplain at the mouths of Wildcat and San Pablo Creeks. The Wildcat Creek watershed includes Wildcat Canyon and encompasses a large area of the Berkeley hills and San Pablo Ridge. As evidenced in the 1958 and 1962 flood, the reach of the 50 year and 100 year floodlevels encompasses about a third of the North Richmond neighborhood. The northern edge of the community was flooded regularly. Extensive restoration and rehabilitation to Wildcat Creek within the North Richmond boundary occurred in 1986, modeling the creek channel after a natural system with a multistage channel that stabilizes the banks and increases the stream's capacity to prevent flooding. Situated on an alluvial plain, North Richmond's water table is about 3.5 to 5 feet below ground. It should be noted that even though this natural floodplain of Wildcat Creek is built on, the alluvial floodplain soils are still present and their drainage characteristics are still applicable.

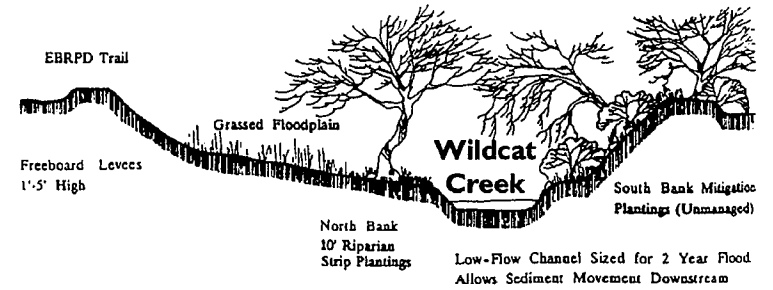
Wildcat Creek with recreational trail, grassed floodplain and riparian vegetation.



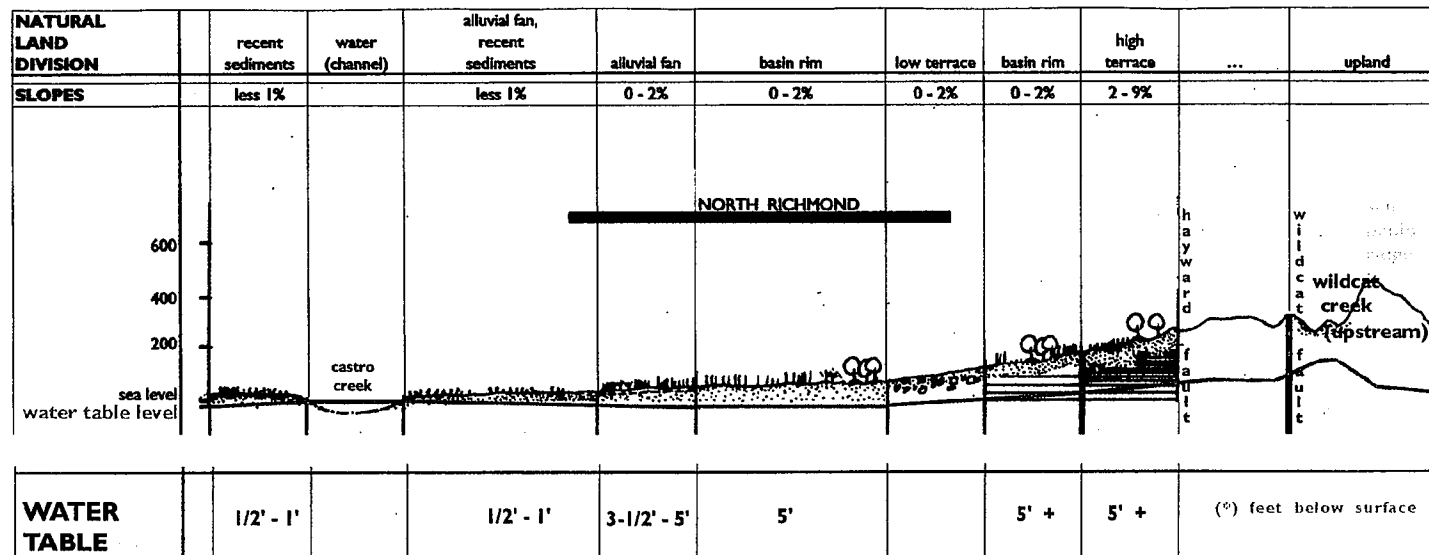
Hydrology



Reconfigured Wildcat Creek Section



Source: Restoring Streams in Cities, Ann L. Riley, Island Press, Covelo, Calif., 1998

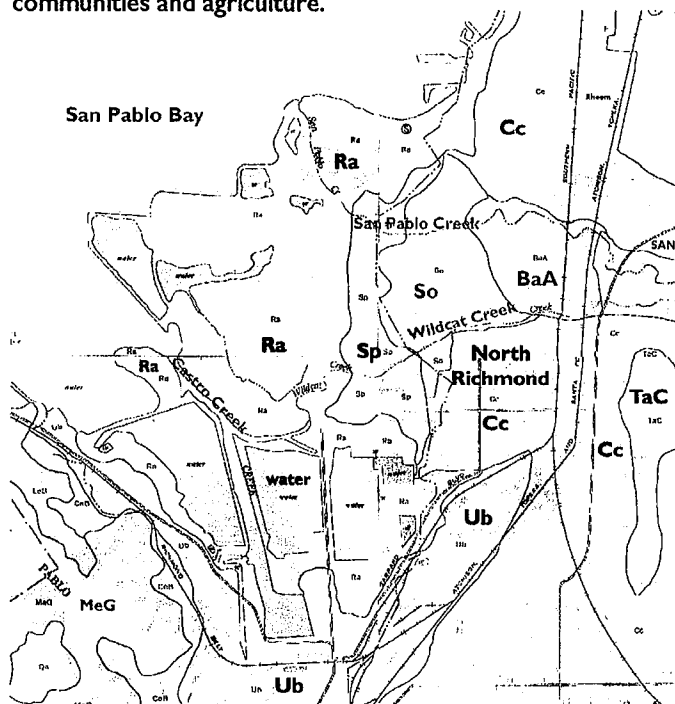


Hydrology

SITE ANALYSIS

Soils and Geology

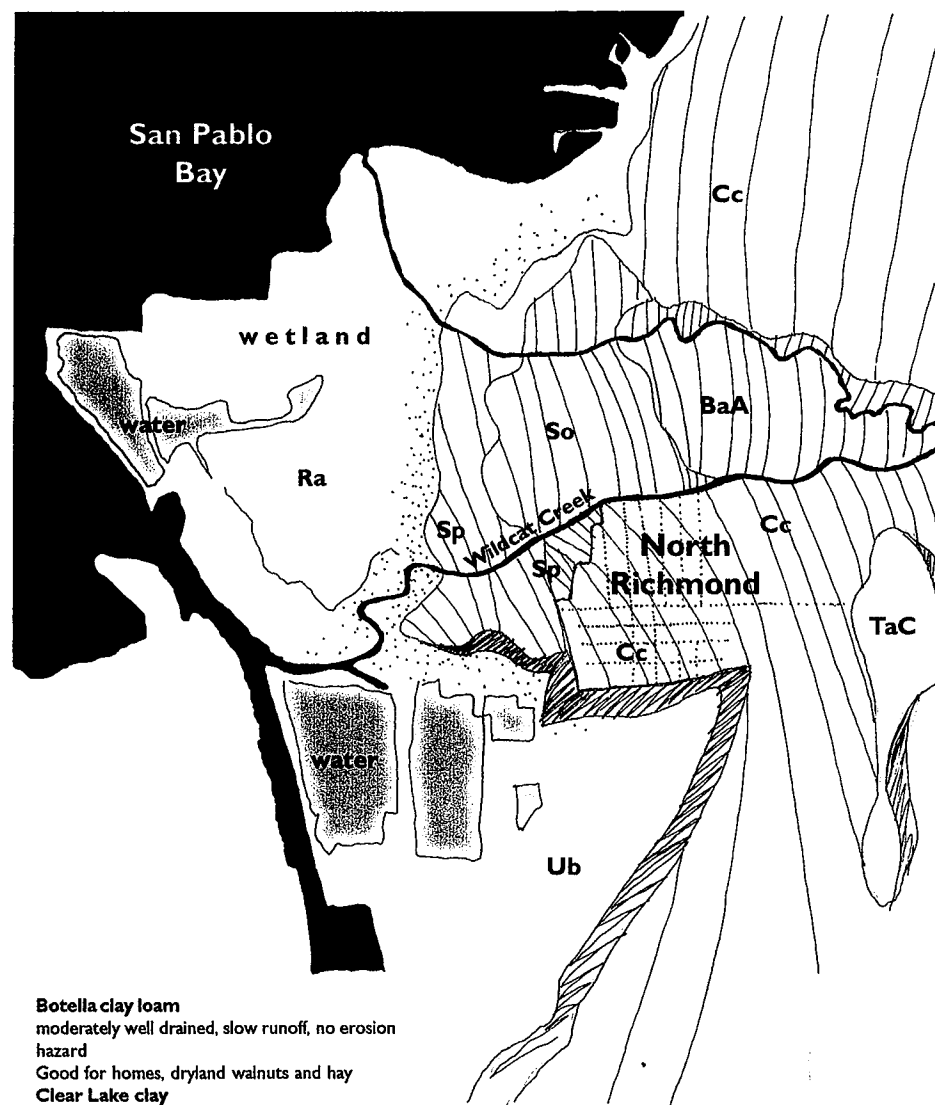
North Richmond's soil and geology is characterized as poorly drained, fine textured, alluvium. The alluvium soil is formed from sedimentary rock, carried downstream and deposited at the mouths of creeks and rivers. In the North Richmond area, the soil is very deep. This type has slow permeability and slow runoff. This factor equates with the high water table and poor performance of sub-surface stormwater and sewer systems. North Richmond's soil is rated as the top two types suitable for cultivation in Contra Costa County. This is on par with areas know for their fertility such as Brentwood, Walnut Creek and Concord. These soils support diverse plant communities and agriculture.



Source: Soil Survey of Contra Costa County, California
U.S. Department of Agriculture Soil Conservation Service, 1977

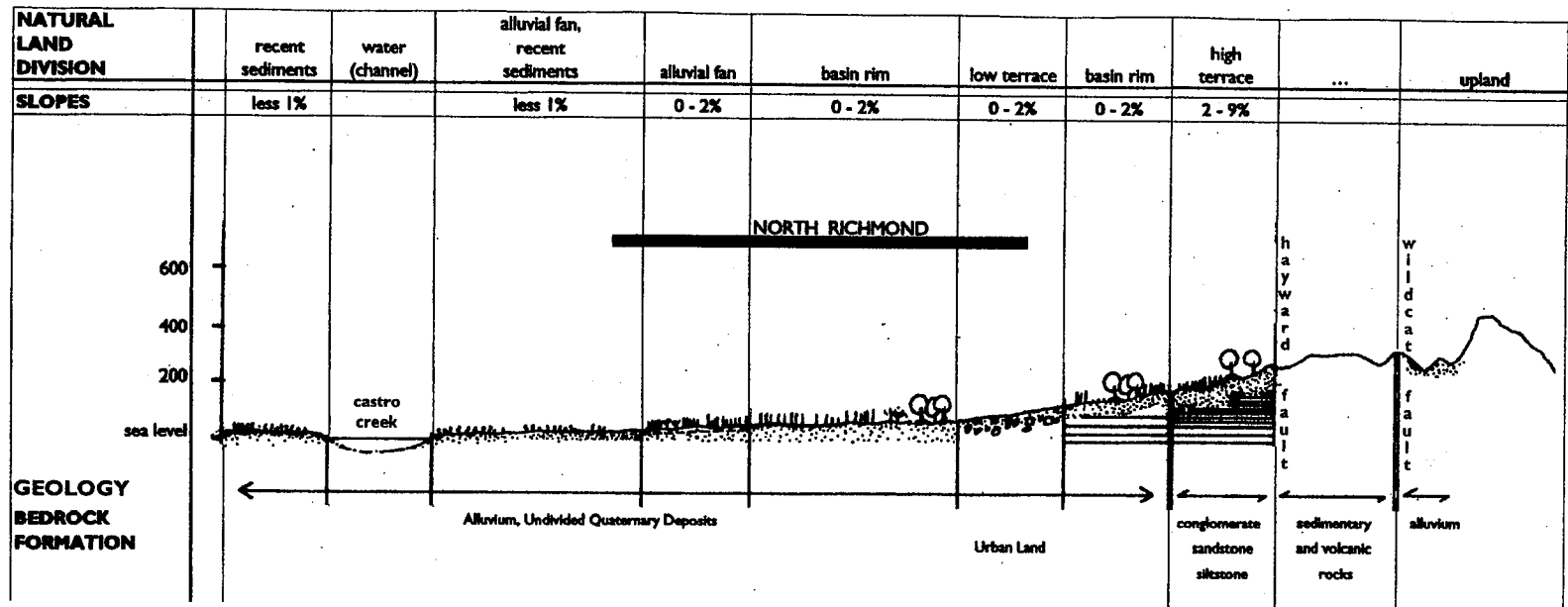
Soils and Geology

SITE ANALYSIS



- BaA** Botella clay loam
moderately well drained, slow runoff, no erosion hazard
Good for homes, dryland walnuts and hay
- Cc** Clear Lake clay
more poorly drained, concave area of Botella clay loam
- So** Sycamore silty clay loam
Typical of flood plains, slow runoff, no erosion hazard
Good root penetration for walnuts, apricots, and almond trees
- Sp** Sycamore silty clay loam, clay substratum
similar to So with clay substratum at depth of 40-60 inches

- Ra** Reyes silty clay
slow runoff and no erosion hazard, subject to inundation
Good for wildlife habitat and recreation
- Ub** Urban land
area filled with crushed rock or other material resistant to weathering, usually adjacent to the bay. Used for railroad yards and docks.

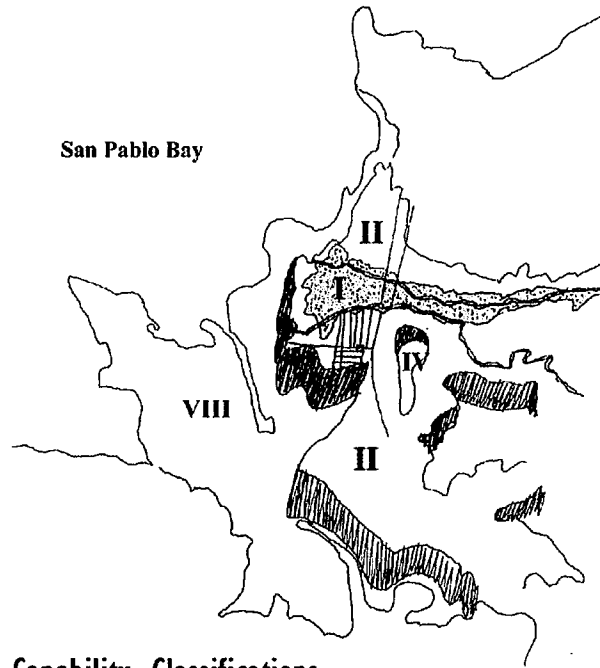


SOILS

SOIL NAME	Ra		Ra	Sp	Cc	Ub	Cc	TaC		
TYPE	silty clay	water	silty clay	silty clay loam	clay	crushed rock	clay	loam		
DESCRIPTION	poorly drained soils in saltwater marsh		poorly drained soils in saltwater marsh	flood plain: alluvium from sedimentary rock	poorly drained, fine textured alluvium	crushed rock resistant to weathering	poorly drained, fine textured alluvium	material weathered from sedimentary terrace deposits		
COLOR	dark grayish brown	water	dark grayish brown	grayish brown	very dark gray		very dark gray	dark gray		
PERMEABILITY	slow, always moist	-	slow, always moist	moderately slow	slow	fast	slow	slow		
RUN OFF	slow		slow	slow	very slow	fast	very slow	medium		
HAZARD OF EROSION	no hazard		no hazard	slight	no hazard		no hazard	moderate		

Soils and Geology

SITE ANALYSIS



Soil Capability Classifications

Capability grouping shows, in a general way, the suitability of soils for most field crops. The classes range from I to VIII, indicating progressively greater limitations and narrower choices for practical use.

Class I soils have few limitations that restrict their use.

Class II soils have some limitations that reduce the choice of plants or that require moderate conservation practices.

Class III soils have severe limitations that reduce the choice of plants, require special conservation practices, or both.

Class IV soils have very severe limitations that reduce the choice of plants, require very careful management, or both.

Class V soils are not likely to erode, but have other limitations, impractical to remove that limit their use largely to pasture, range, woodland, or wildlife habitat.

...
Class VIII soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife habitat, water supply or to aesthetic purposes.

The combined floodplain of San Pablo and Wildcat Creeks provides the best soil for agricultural purposes in the Richmond area. Through millennia of flooding and deposition of soil particles by the creeks, the riparian corridor and floodplain contains fertile soil capable of growing a wide variety of crops and vegetation.



Source: Soil Survey of Contra Costa County, California
U.S. Department of Agriculture Soil Conservation Service, 1977

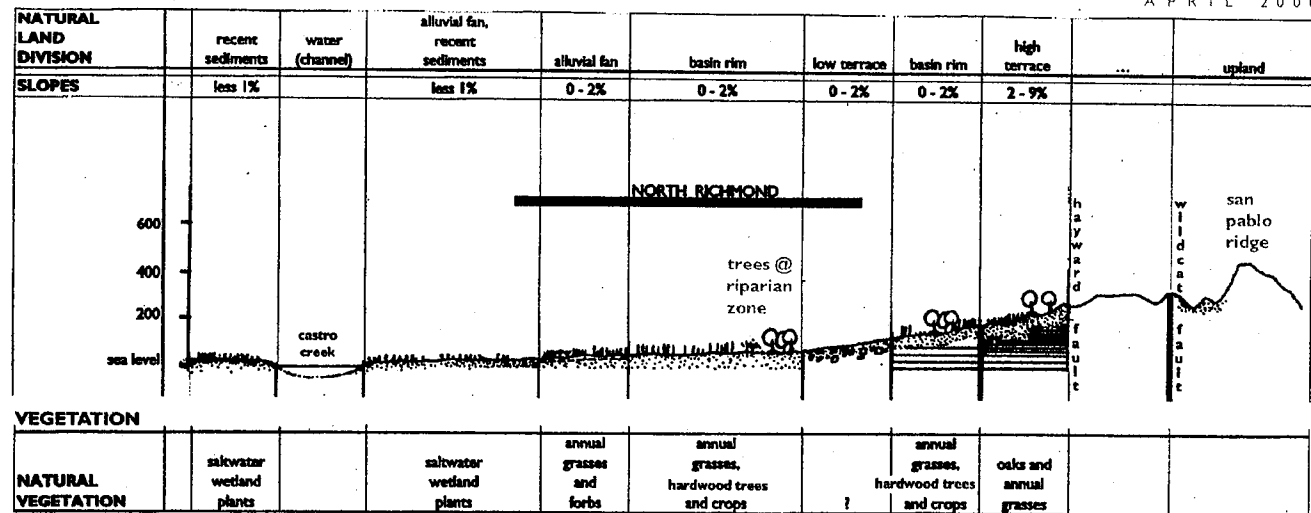
Soils and Geology

SITE ANALYSIS

APRIL 2000

Vegetation

North Richmond's flora is characterized as riparian, yielding a range of vegetation adapted to alluvial landscapes. The riparian zone is a unique vegetation habitat, supporting plants which require moisture, can sustain periods of inundation, and sometimes prefer shade and fine soils. Away from the immediate creek corridor, the upland floodplain vegetation habitat is more suitable for plants which prefer drier and sunnier conditions. "Ornamental" vegetation has been removed from its natural habitat and is dependent on human care and water.



Typical Riparian Floodplain Vegetation

Herbs and Grasses

<i>Achillea</i> sp.	Yarrow
<i>Asclepias</i> sp.	Milkweed
<i>Avena fatua</i>	Wild Oat
<i>Brassica campestris</i>	Field Mustard
<i>Bromus diandrus</i>	Ripgut Brome
<i>Cirsium</i> sp.	Thistle
<i>Cotula coronopifolia</i>	Brass Buttons
<i>Cynara cardunculus</i>	Artichoke Thistle
<i>Cyperus</i> sp.	Umbrella Sedge
<i>Danthonia californica</i>	Oatgrass
<i>Elymus</i> sp.	Ryegrass
<i>Erodium cicutarium</i>	Red stem filaree
<i>Eschscholzia californica</i>	California poppy
<i>Foeniculum vulgare</i>	Sweet Fennel
<i>Hordeum jubatum</i>	Foxtail barley
<i>Madia</i> sp.	Tarweed
<i>Raphanus sativus</i>	Wild radish
<i>Rumex crispus</i>	Curly dock
<i>Scirpus acutus</i>	Common tule
<i>Scirpus robustus</i>	Bulrush
<i>Silybum marianum</i>	Milk thistle
<i>Trifolium</i> sp.	Clover
<i>Typha latifolia</i>	Cattail
<i>Xanthium spinum</i>	Spiny cocklebur

Shrubs

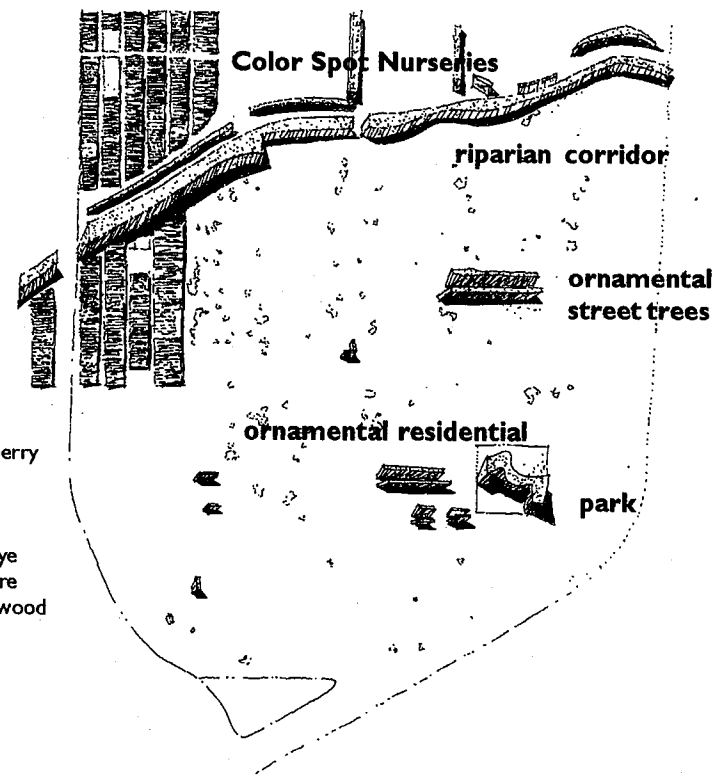
Baccharis pilularis
Baccharis viminea
Heteromeles arbutifolia
Rhus diversiloba
Rubus arsinus
Sambucus callicarpa

Trees

Aesculus californica
Platanus racemosa
Populus fremontii
Quercus agrifolia
Salix lasiolepis
Salix sp.
Umbellularia californica

Coyote bush
Mule fat
Toyon
Poison Oak
California blackberry
Elderberry

California buckeye
Western sycamore
Fremont cottonwood
Coast Live Oak
Arroyo willow
Willow
California Bay



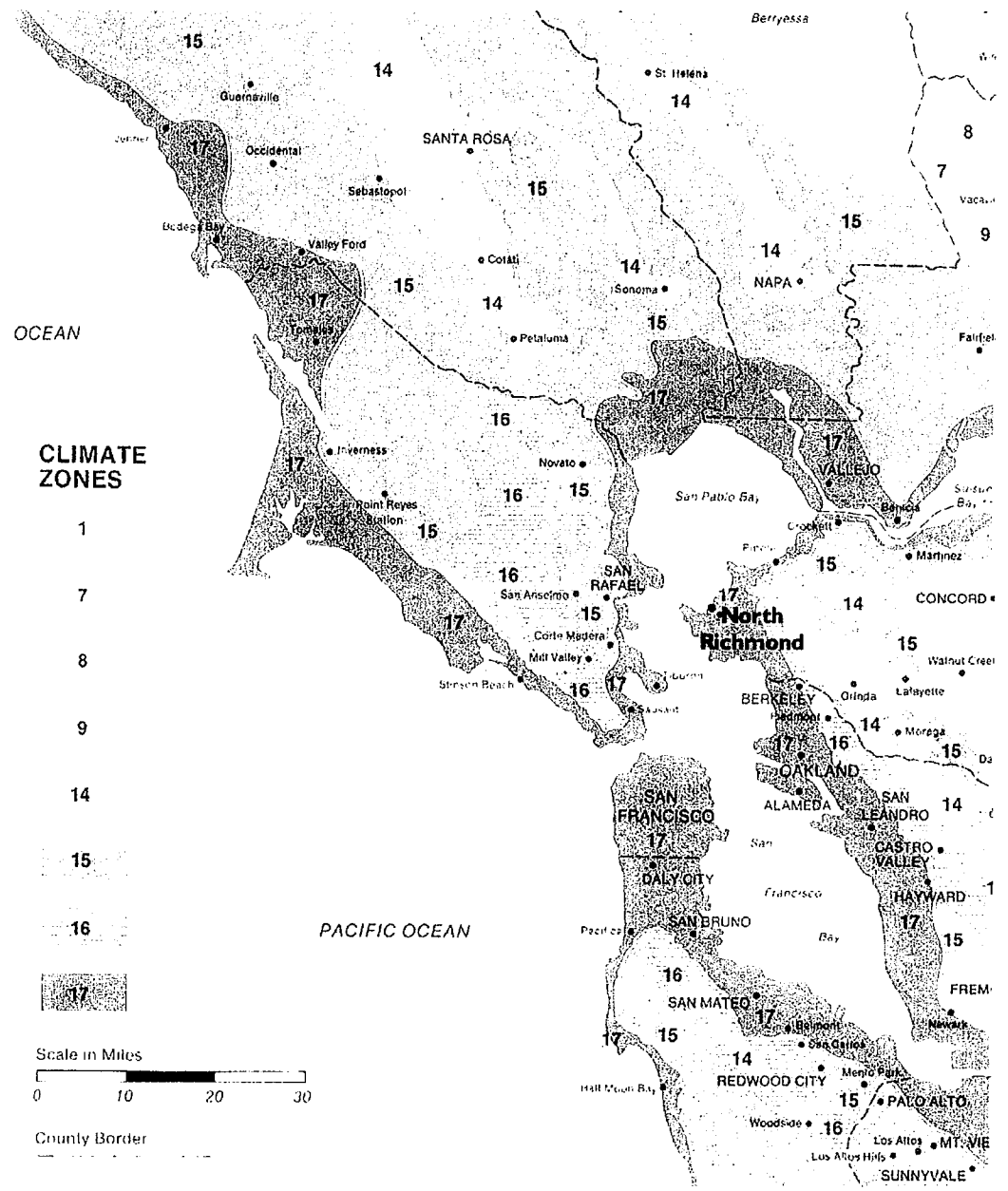
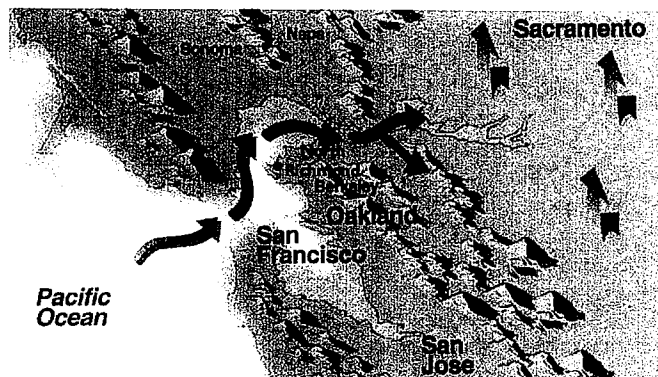
Vegetation

SITE ANALYSIS

APRIL 2000

Climate

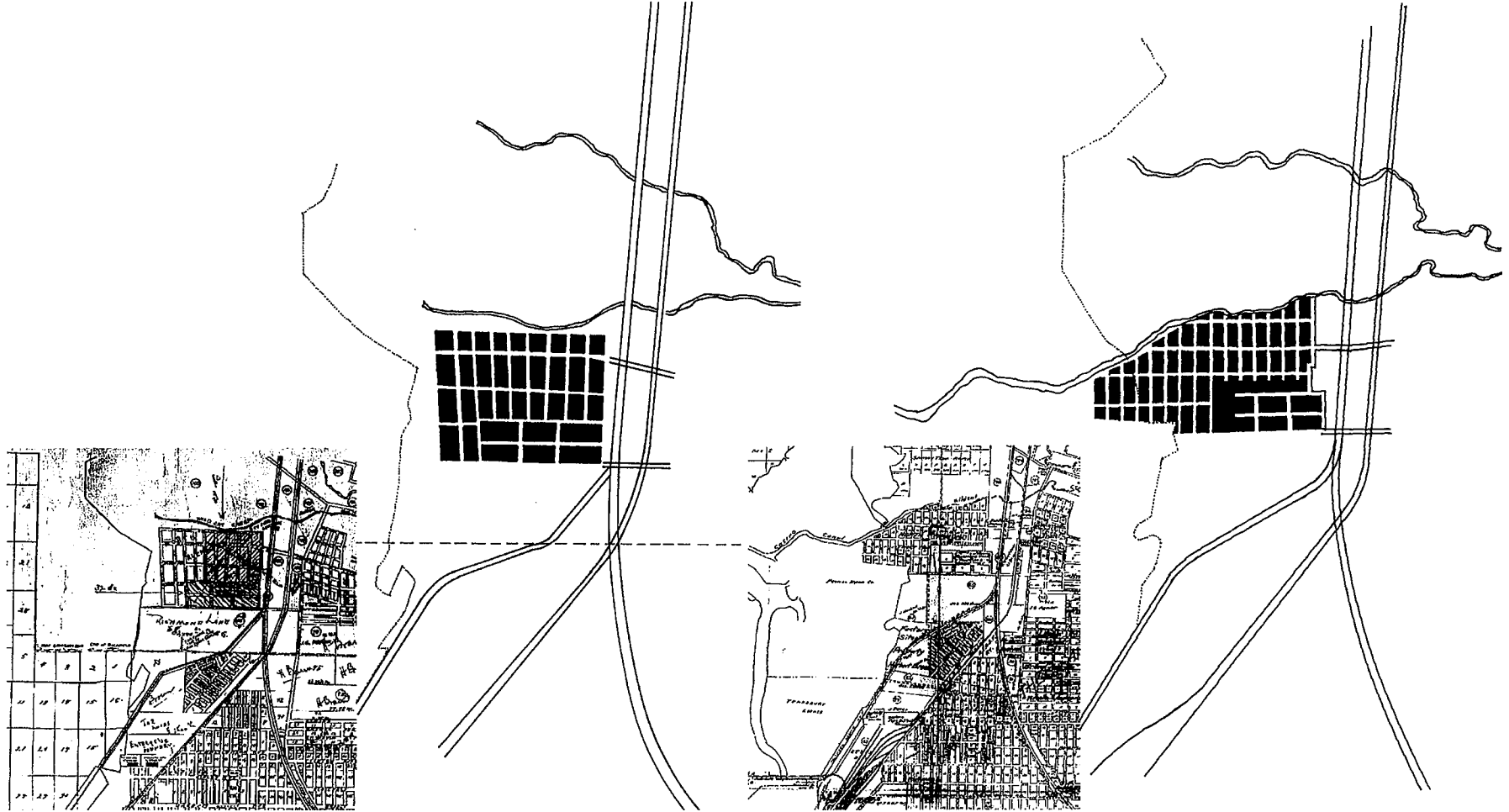
North Richmond has a mild microclimate typical of the California and San Francisco Bay coastal zones and defined by Sunset Zone 17. These areas feature cool, wet winters with few frosts and cool summers with frequent fog and wind. This fog creates a cooling and humidifying blanket over the earth, reducing the intensity of the available light and sunshine. The low winter temperatures range from 23 to 36 degrees F and the high summer temperatures from 60 to 75 degrees F. The growing season is long, from March through November and most of the annual 20" to 24" of rainfall occurs in the remaining months. Specific to North Richmond, the flow of cool marine air through the Golden Gate and up the Carquinez Straits to the warmer inland Central Valley causes steady afternoon winds in the summer. This air flow also causes summer fog that is typical for the Bay Area. However, due to the curving pattern of the wind flow and the protection of the hills of Point Richmond, North Richmond is generally sunnier than the parts of Richmond along the San Francisco Bay or higher in the hills.

Source: Western Garden Book, Sunset Publications, 1979, 1995

Climate

SITE ANALYSIS

SOCIAL HISTORY AND URBAN DEVELOPMENT



1910 North Richmond drawn as a defined community with a complete urban pattern. Already contains two grid patterns.

1911 North Richmond extended, separated into two tracts and tightly organized by the Richmond city grid against Wildcat Creek.

1898 End of the Spanish-American War
Black soldiers mustered out in the Bay Area.

1900 Santa Fe Railroad yards completed in Richmond.

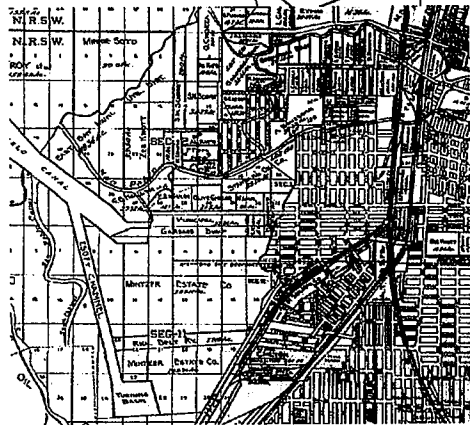
1902 Standard Oil Refinery completed.

1905 City of Richmond incorporated.

1900's Pullman Coach Company relocated to Richmond.

1910 First official census: Richmond's population 6,802; black population 29.

1919 North Richmond Baptist Church founded



1950 City / County border redrawn, San Pablo canal rerouted.

1940's-1960's Jazz Age
thrives in North Richmond
Tapper's Inn hosts B.B. King
Johnny Otis and more.



1959 Public housing built on west edge of town. Planned streets north of Wildcat Creek disappear. Verde School built. Final city/county border appears.

1973 More industrial uses surround North Richmond. Salt beds developed.

1950's Interstate 80 completed.

1952 Las Deltas housing project in North Richmond completed.

1956 Richmond-San Rafael Bridge completed.

1958 Hensley Industrial Park proposed.

1960 Census: Richmond's population 71,854, black population 14,388



1980 More public housing is built. Marshlands pushed significantly back. Little change in urban form.

1999 Agricultural fields expanded. New subdivision developed.

1980 Census: Richmond's population 74,676 black population 35,779.

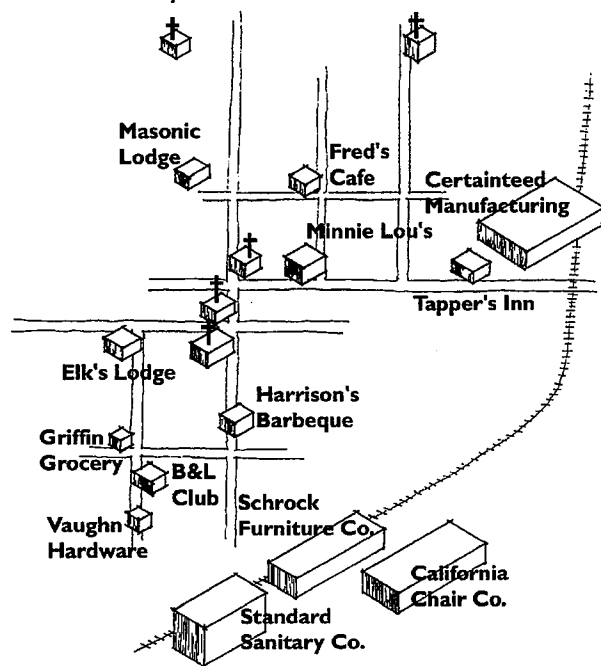
1986 Wildcat Creek flood control completed.

1987 North Richmond Redevelopment Project established.

1991 Freeway 580 completed.

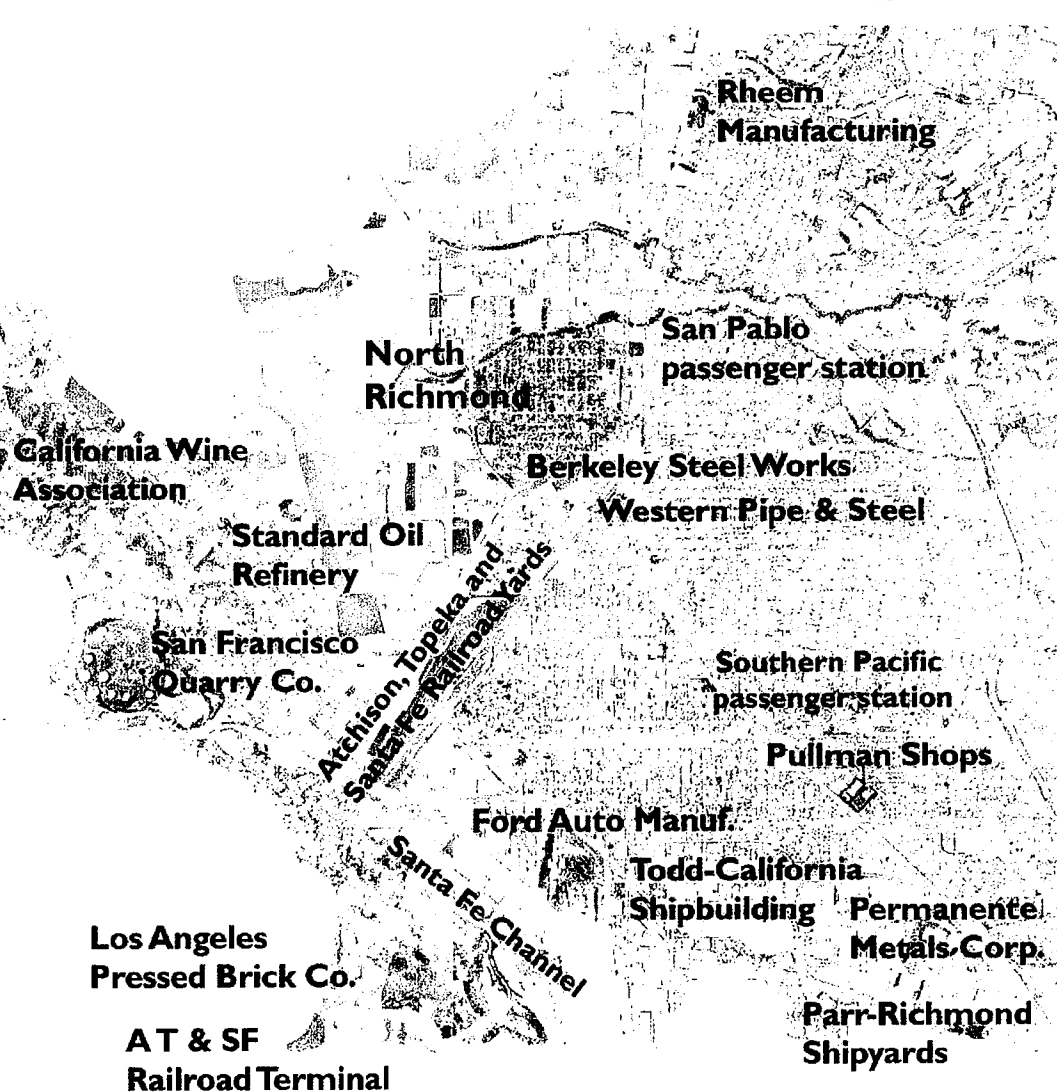
1999 Richmond Parkway completed.

Development in Richmond during the first half of the 20th century began with the western railroad expansion that brought the Southern Pacific and the Atchison Topeka Santa Fe Railroads to the East Bay. The construction of the Standard Oil Refinery soon followed. The second wave of growth was the construction of the shipyards during World War II, such as Parr-Richmond and Kaiser. Historically, North Richmond was the primary area in Richmond where African-Americans settled. The community grew with an influx of workers from the South in response to the employment opportunities in the Pullman passenger train yards and the shipyards. These major industries enabled smaller businesses to grow in North Richmond, providing food, services, household goods and entertainment to the workers and their families. North Richmond remained a strong center of the African-American community, a source of good southern cooking, jazz and blues music, and fellowship. The buildings and memories remaining from these sites have left a valuable legacy of life and culture in North Richmond in the 20th century.



Significant Places

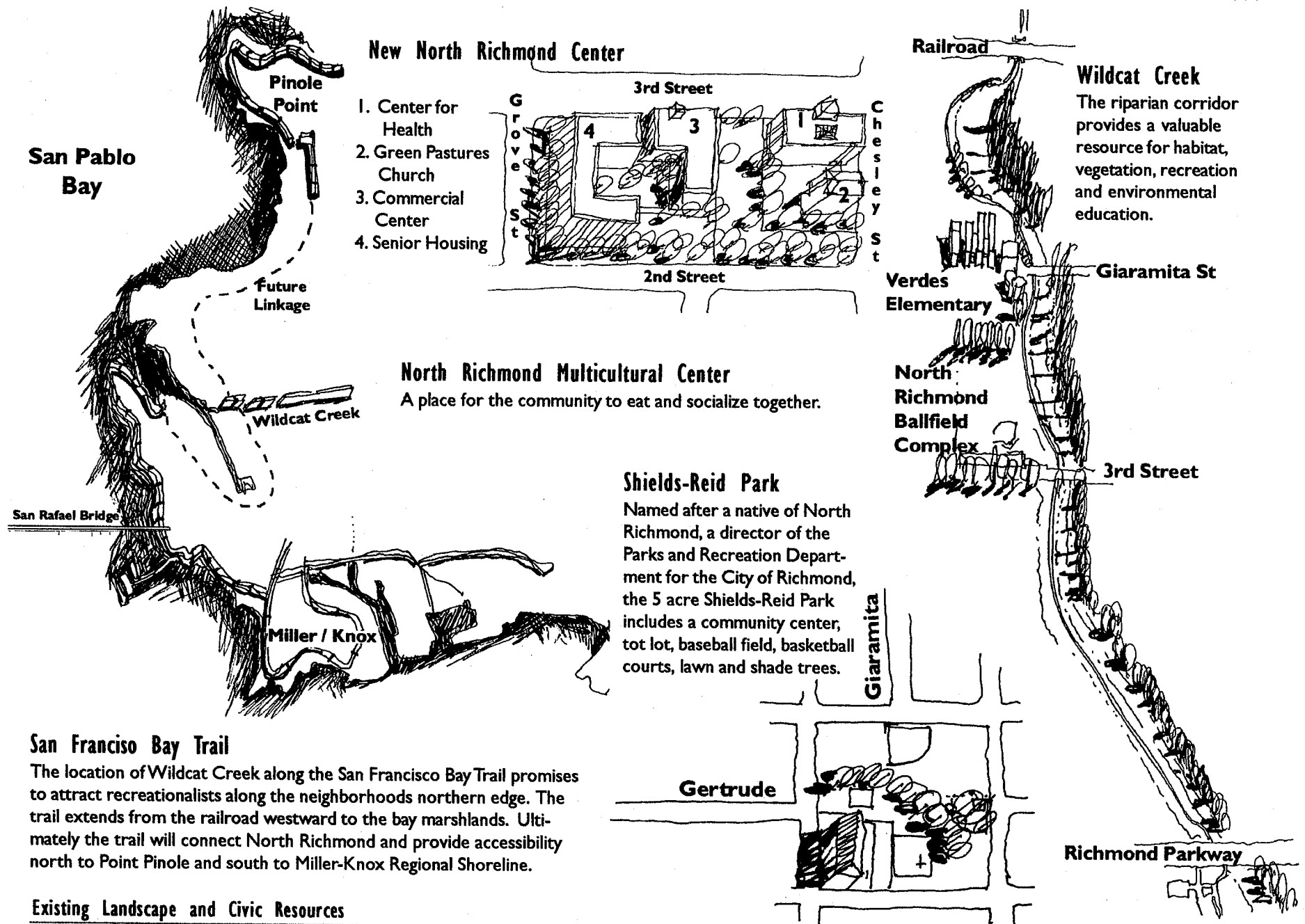
SITE ANALYSIS



Sources: The Black Community in Richmond, California 1910-1987,

Shirley Ann Moore, Richmond Public Library, 1989.

A History of Richmond, California, Richmond Chamber of Commerce, 1944.

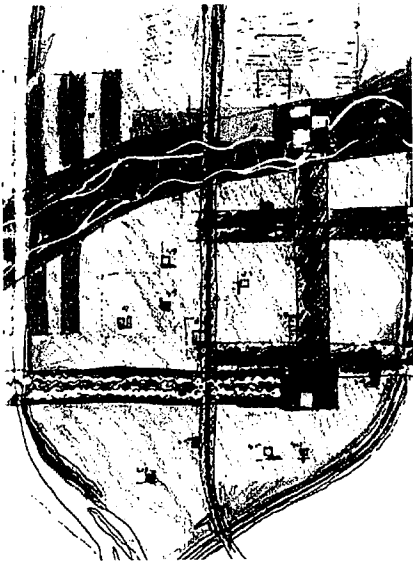


Existing Landscape and Civic Resources

SITE ANALYSIS

Chapter 3

Needs Assessment and Design Concept



TRANSPORTATION AND TRANSIT

Roadways

There is currently no street classification system for North Richmond. However, most streets have been constructed with a specific function in mind. Third Street, for example, functions as a major arterial roadway accessing the neighborhood and is currently the widest street in the area. It is recommended that the streets within North Richmond be given specific classifications as follows:

Arterial Roadways

1. Gertrude Avenue (between the Richmond Parkway and Filbert Street),
2. Third Street north of Chesley Avenue,
3. Filbert Street, south of Chesley Avenue,
4. Kelsey Street south of Chesley Avenue,
5. Chesley Avenue between Second Street and Rumrill Boulevard, and
6. Market Avenue between Third Street and Rumrill Boulevard.

Collectors

1. Alamo Avenue between Filbert Street and Cherry Street,
2. Cherry Street between Alamo Avenue and Grove Avenue,
3. Giaramita Street between Chesley Avenue and Wildcat Creek,
4. Grove Avenue between Cherry Street and Second Street, and
5. Second Street between Grove Street and Chesley Avenue.

Traffic Calming

While current traffic flows and speeds do not appear to warrant the introduction of traffic calming devices, the community has expressed concerns over speeding traffic. It may be appropriated to use these features to create a better streetscape within the North Richmond area.

1. Consideration should be given to creating round planting circles at some of the intersections within the central portions of North Richmond.

2. Streets can be narrowed at significant points to reduce traffic speed.
3. Consideration should be given to widening sidewalks at some internal intersections to create more pedestrian and bicycle friendly environments within the central portion of North Richmond.
4. While not a circulation element, consideration should be given to establishing more tree-lined streets within central North Richmond. Tree-lined streets tend to operate at slower speeds and generally establish a more pedestrian and bicycle friendly environment.
5. Signage stating speed limits, and warning of crosswalks, school crossings, etc. should be posted throughout the community.
6. Stop signs can be added at strategic intersections.



- Arterial Roadways
- Collector Streets
- - - - Calmed Streets

Bicycle Facilities

HOOD, DINWIDDIE, DOWLING

The planned bicycle system appears reasonable, however, the planned system does not directly link Verde Elementary School with the neighborhood. Therefore, the following change should be made to the City of Richmond Bicycle Plan.

- I. A Class II bike lane should be added to the planned system along Giarmita Street between Chesley Avenue and Verde Elementary School.

Transit Services

Existing transit services within the area appears reasonable for the level of population and required linkages to the regional transportation system. Routes currently operate serving the BART system, major roadways within Richmond, and some of the surrounding schools near North Richmond. The headways for the service are standard for basic routes structures. Generally, 30-minute service has been found to reasonably meet most suburban needs.

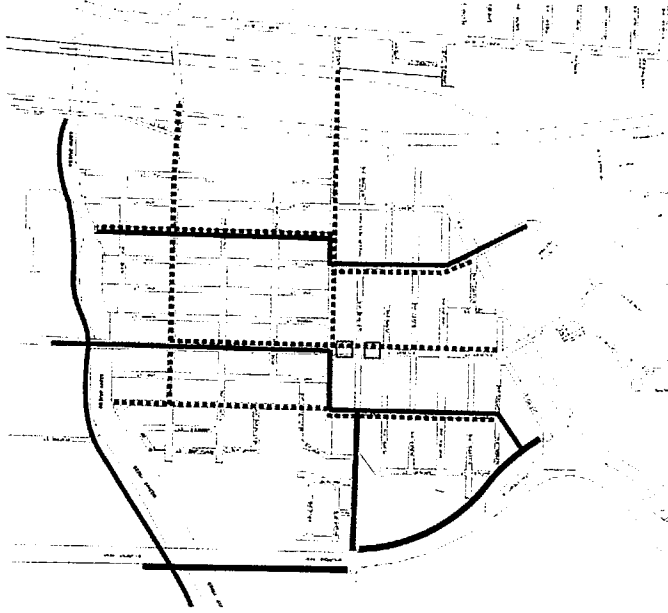
Consideration should be given to ensure that transit service to central Richmond and the BART stations is continued. If future service is provided along either Rumrill Boulevard or the Richmond Parkway, the realignment of the existing and future routes should consider bus stops within North Richmond.

Transit stops should be made more prominent and user-friendly through the installation of shelters, benches, lighting and display of transit information.

Pedestrian Walkways

The neighborhood of North Richmond does not have an adequately defined pedestrian circulation system. Therefore, consideration should be given to create more public parks or other resources and link them via vacant lots and pedestrian paths to the existing resources within the community. Currently, a number of community facilities and open spaces exist within North Richmond and by creating pedestrian linkages between these uses, more positive pedestrian activities will occur within the neighborhood.

Pedestrian safety measures such as crosswalks, curb cuts, and consistent lighting should be implemented at all corners on designate pedestrian routes.



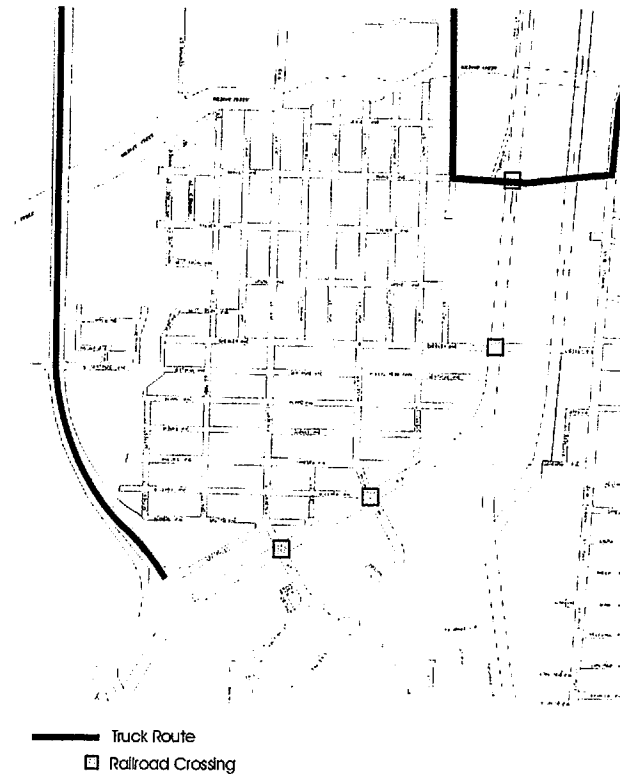
— Bicycle Paths
- - - Pedestrian Routes
□ Transit Services

Railroad Crossings

Currently the railroad crossings at Filbert, Chesley and Market Streets are equipped with standard railroad crossing gates. The crossing at Kelsey Street lacks any warning device. Safety for cars, cyclists and pedestrians could be improved by upgraded warning gates at all railroad crossings. Contra Costa County has applied for federal funds to do the planning, engineering, community outreach and environmental impact analysis for a railroad overcrossing for bicycles and pedestrians at Market Street.

Truck Traffic

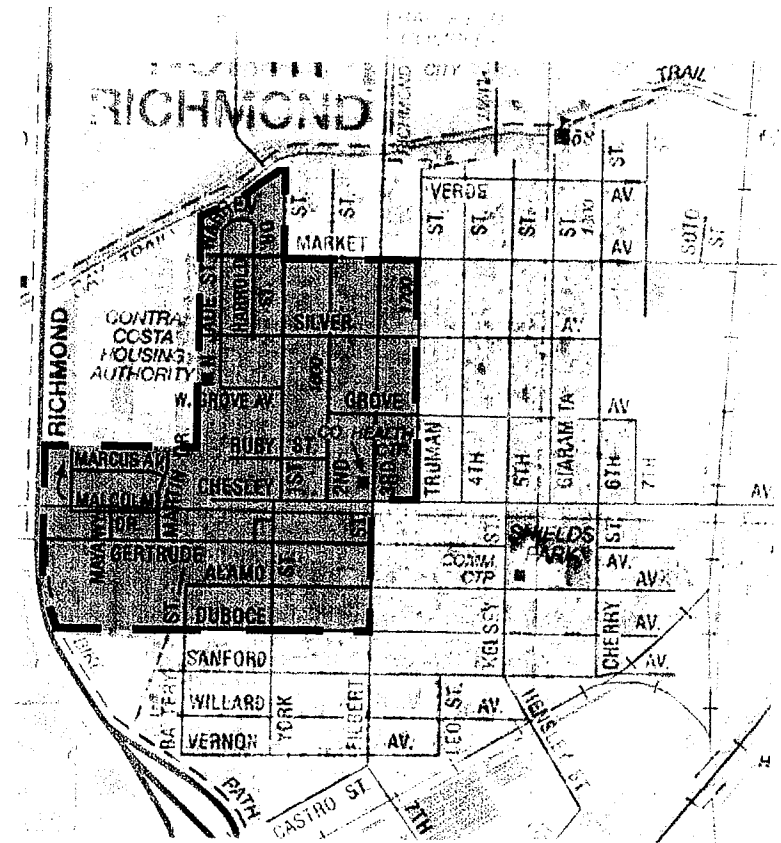
Because of the closure of Rumrill Avenue in San Pablo to truck traffic, much of this traffic has been diverted on Market Street into North Richmond. No clear route to the Richmond Parkway is apparent, resulting in trucks wandering through the residential neighborhood. The construction of a bypass has been proposed at Soto or Seventh Streets over Wildcat Creek, connecting to Pittsburg Avenue and the Richmond Parkway. This would be a long term solution requiring major funding. Contra Costa County has applied for federal funds to do the planning, engineering, community outreach and environmental impact analysis for this project. In the meantime an alternative truck route needs to be designated and signs need to be clearly posted.



PRELIMINARY ECONOMIC DEVELOPMENT STRATEGY

The Bay Area is experiencing a very strong and sustained period of real estate development. This strong growth trend is evident in the areas north and south of North Richmond, where over 1.6 million square feet of light industrial and office/research and development space is either being planned and/or is in development. This development is primarily along the Richmond Parkway and is occurring in the Hensley Redevelopment project area. However, North Richmond, which is sandwiched between the Hensley Redevelopment project area and is also designated as a Redevelopment Area by both the City and County, is only realizing marginal growth and development. It appears that some of the very features that should make North Richmond attractive to developers, that is, plenty of vacant land zoned for development and affordable land prices, may actually be hindering the development. Issues such as the significant number of vacant parcels, the high percent of rental units (particularly the significant concentration of County Housing Authority units in the area), lower sales and rental prices, the lack of commercial and retail services, and the lack of physical improvements continue to stymie development in the area. While lands along the edge of North Richmond will continue to see strong development interest, without a major and concentrated economic and physical development strategy, the core portions of North Richmond will lag behind and continue to develop at a much slower pace.

North Richmond needs a major infusion of economic and physical development to jump-start it into becoming the community that people envision. In addition to the urban design, landscaping and traffic/transportation strategies that are being developed, there also needs to be a corresponding economic development strategy. Following is a preliminary economic development strategy that would support the urban design, landscaping and traffic/transportation improvements proposed. As with the other proposed improvements, the preliminary economic development strategy recommends a concentrated area of revitalization that would focus on the major entries into North Richmond at Gertrude Avenue and Market Street forming the major east/west entries and Third/Filbert Streets forming the major north/south entries. A suggested target area for the preliminary economic development strategy is the area between Truman and Filbert Streets and the Parkway, and between Alamo Avenue and Market Street. The preliminary economic development strategy for North Richmond is divided into three elements: residential uses, commercial uses, and institutional uses. A discussion of each element and a preliminary strategy for addressing the element follows.



Proposed area of concentrated improvement

Residential Uses

As mentioned previously, there are a significant number of vacant lots, vacant and boarded up housing units, and housing units in need of substantial rehabilitation and repair. It is estimated that over 40% of the parcels in North Richmond fall into one of these categories. Additionally, North Richmond has more than its share of rental housing units, particularly Housing Authority units. This is especially significant considering that the majority of North Richmond's housing stock is single family (1-4) units and very affordable to first time buyers. The housing development strategy for North Richmond should have as its objectives:

- a reduction in the number of vacant lots and vacant and boarded up housing and
- an increase in the level of homeownership

Unless targeted for special needs populations, such as seniors and physically disabled, rental housing development should strongly be discouraged and the County Housing Authority should work to reduce its housing supply in North Richmond.

Both the City and County should consider adoption of a concentrated housing development and housing rehabilitation program in the area between Truman and Filbert Streets and the Parkway, and between Alamo Avenue and Market Street. In addition to supporting the major investments by the City and County into both the Parkway Estates development and the North Richmond Senior Housing Development, this area also encompasses the Las Deltas housing complex, which the County is interested in securing HOPE VI funding to reduce the density and create more homeownership opportunities for the residents of the complex. This area also includes a number of the Housing Authorities scattered site housing developments, which are in need of rehabilitation. Because of the number of vacant lots (approximately 36) and vacant and boarded up housing units and the lower homeownership level that exists in this area, it is a prime candidate for addressing two of the objectives of the residential strategy, that is, reducing the number of vacant lots and increasing the homeownership opportunities.

Since North Richmond land and housing costs are very affordable, working together both the City and the County should develop a plan to:

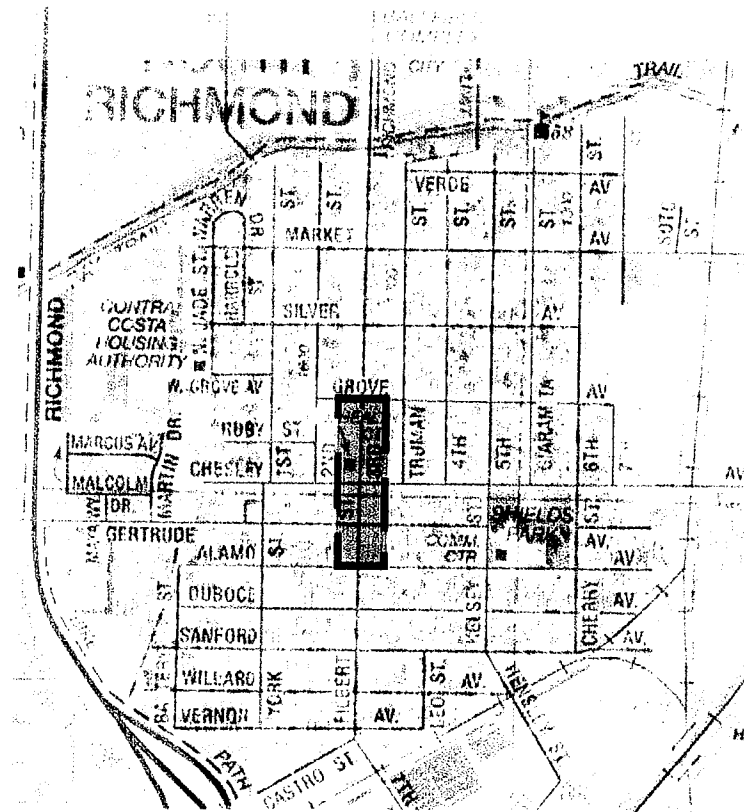
- Identify vacant lots and boarded up parcels in the concentrated area for land assembly and banking, and quickly acquire these parcels.
- Undertake an aggressive, concentrated and coordinated housing development and rehabilitation strategy, which would attempt, within a 3 to 5 year period, to reduce the number of vacant lots and vacant and boarded up properties within the target development area by half while doubling the percentage of homeowners.
- Coordinate and increase its first-time homebuyer incentives and offer the same services, benefits, and packages to both City and County applicants.
- Assess the staffing and funding needs to implement the concentrated and coordinated housing development and rehabilitation strategy, and also clarify roles and responsibilities.

Commercial Uses

In 1990 North Richmond had a population of 3,491, which is estimated to have increased significantly since that time. Additionally, the demographic and ethnic make-up of the community has changed with an influx of Latino and Asians and increased in the populations that are under 20 and over 62 years old. Although a lower income area, North Richmond has a population and income base sufficient to support some neighborhood retail, service, and commercial establishments, however, North Richmond remains very much underserved. North Richmond could use a variety of neighborhood-serving businesses such as a restaurant/café, doughnut and coffee shop, market, cleaners, medical offices, drug store, hardware store, beauty supply store, laundromat, and specialty ethnic food and goods stores. In the 1940's many of these neighborhood-serving retail establishments existed in North Richmond. The recent mixed-use senior housing and commercial development at Third and Chesley with a post office and county health center provides a focal point to build on to encourage other commercial development. Commercial and retail development should be encouraged to locate in a designated area such as in a two to three block area between Alamo and Grove Avenues along Third and Filbert Streets. This would support the development of a neighborhood/town center and neighborhood-serving retail/commercial district as a focal point in the community. To encourage commercial development in this area, the zoning would need to be changed. Additionally, consideration should be given as to whether commercial establishments scattered throughout North Richmond should be allowed to continue in their present location. To help stimulate additional neighborhood retail, services, and commercial establishments, the City and County should work together to :

- Develop a plan for creating a neighborhood commercial district between Alamo and Grove Avenues along Third/Filbert Streets including assessing any land assembly cost, rezoning, developing façade improvements and other design guidelines and cost, identifying the types of businesses desired and that will be allowed, and establishing the types of technical and financial assistance and incentives which will be available to potential businesses.

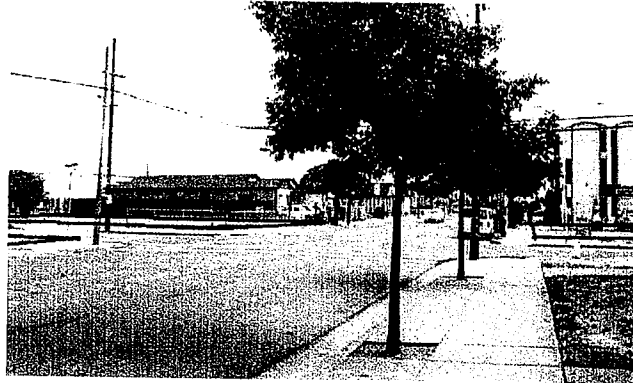
- Adopt and implement the plan for creating the neighborhood commercial district.
- Promote the plan to residents and potential businesses to attract the types of businesses desired.



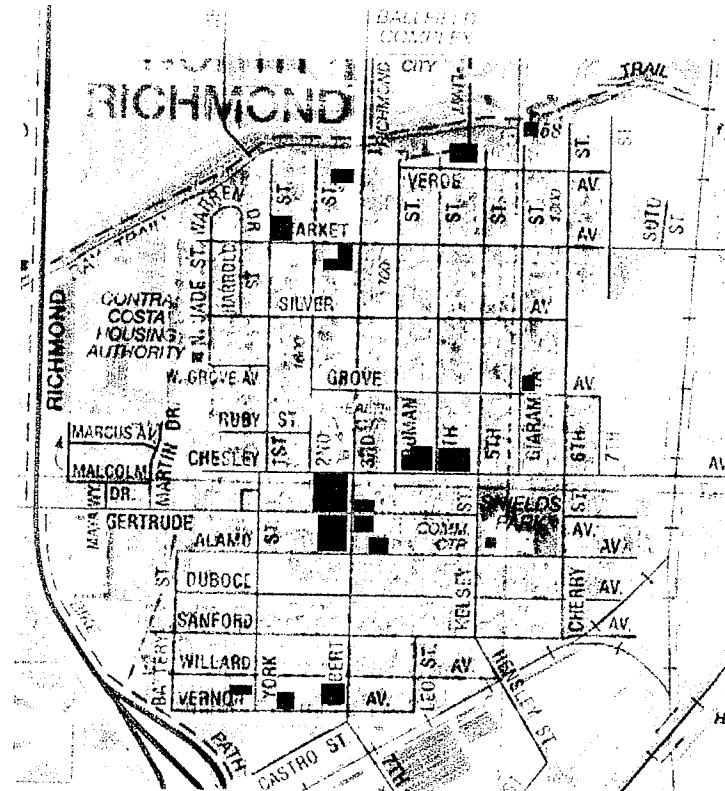
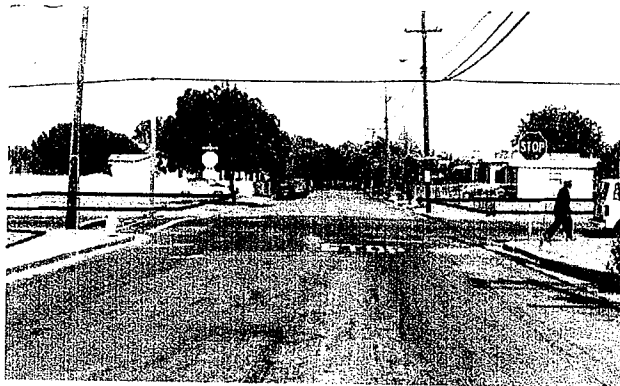
Proposed neighborhood commercial district

Institutional Uses

For a community of its size and population density, North Richmond has a sizable number of institutional uses, particularly churches. Throughout North Richmond there are approximately 14 churches, most of which (approximately 8) are located along either Third and Filbert Streets or Chesley Avenue. The churches provide an important community resource but also pose a physical design challenge. It is estimated that with over 1,500 parishioners flocking to the area on Sundays for services, the neighborhood-serving businesses should be able to capture some patronage by the parishioners. However, to accommodate their parishioners, many of the churches have large parking lots, which front along Third, Filbert, Chesley, Gertrude, and Alamo. The large parking lots are used on limited basis and are not screened from the street, adding to the precept of there being a number of underutilized vacant lots. It is suggested that the City and County work with the churches in adopting and implementing landscaping recommendations, which would screen them from the streets and soften the hardscape appearance of the lots. Additionally, the City and County staff should work with the churches to determine whether the lots can be used to provide parking for the future neighborhood-serving retail business during weekday business hours and special events, on an as needed basis.



Empty church parking lots



North Richmond churches

LANDSCAPE

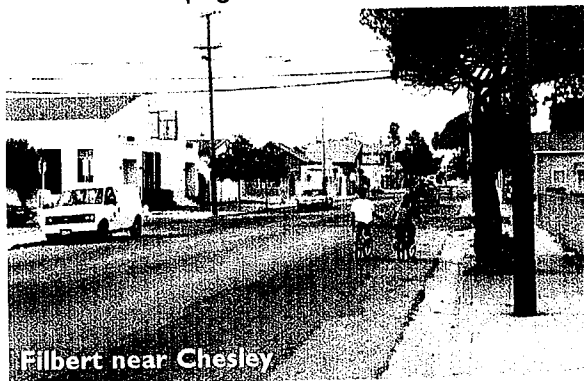
As described in the Executive Summary, landscape types are classifications which define and characterize urban public spaces. Utilizing the site analysis, focus group summaries, community discussions, and meetings with the TAC committee, Richmond Redevelopment and MTC, we can evaluate and access their separate and collective contributions to North Richmond's public environment. Each landscape type plays a particular role in meeting community needs and concerns.

Streets

Two distinctly different street grid patterns in North Richmond create issues with orientation and circulation. Plagued by dead-end streets, overly wide streets, and a lack of public amenities, the street landscape is undistinguished, lacking clear hierarchy and distinction. A street should be a landscape through which it is pleasurable to pass, whether in a car, on a bicycle, or by foot. Residential and commercial streets that are well designed and well maintained can add to a neighborhood's desirability and longterm economic stability.

The street typology should:

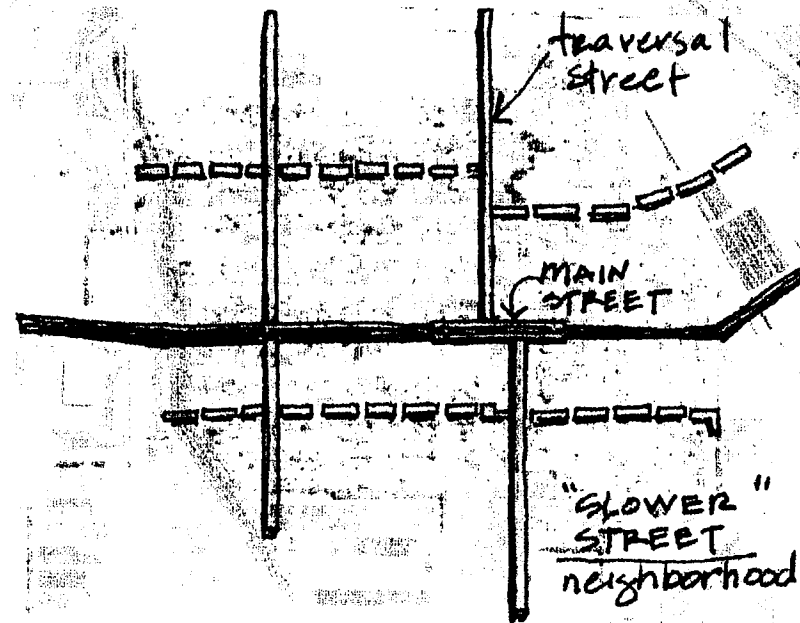
- Establish hierarchy by varying the street width and ground surface.
- Identify a "center" or focal point at major streets or intersections.
- Establish gateways to define the community entrances.
- Create visual and pedestrian access at existing dead-end streets.
- Include street lights, furnishings, trees, paving, accessible curb ramps and sidewalks throughout both the City and County.
- Improve safety and circulation by designating and enhancing paths for pedestrians and bicyclists.
- Incorporate bus stops and shelter areas.
- Provide for ease of street sweeping and maintenance.



Filbert near Chesley

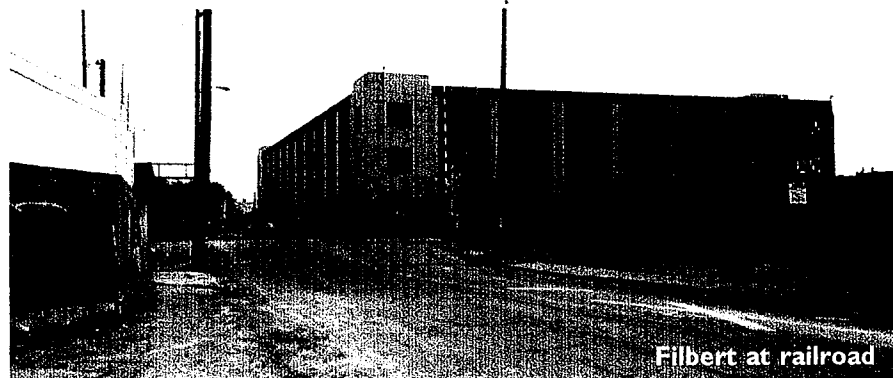
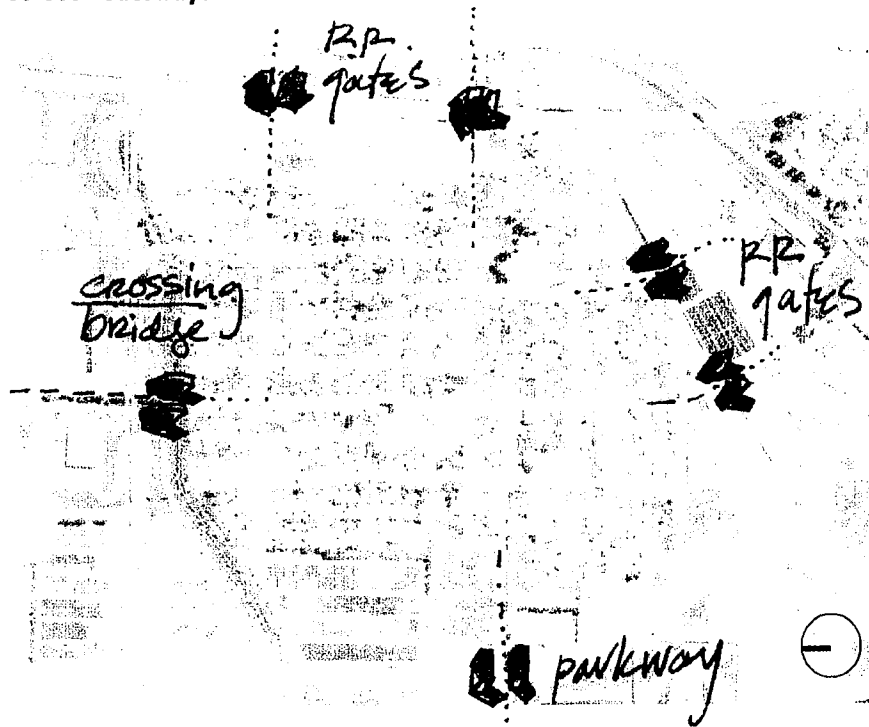


Chesley near Giarmita

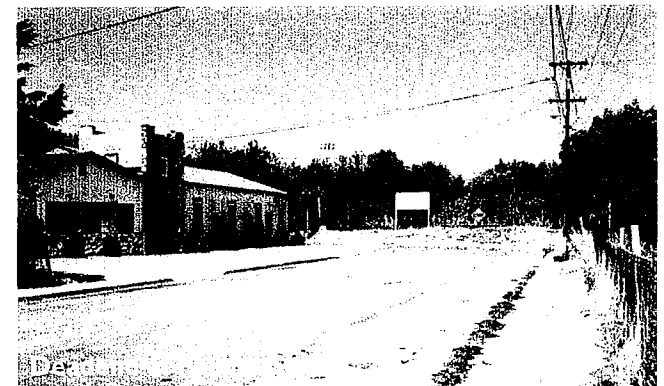
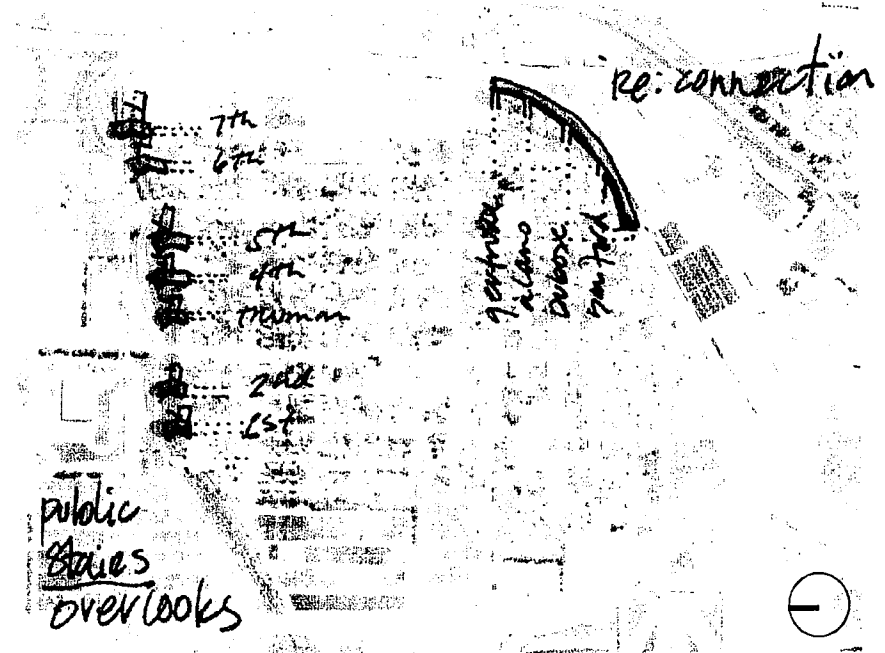


Streets

Street Gateways



Deadend Streets



Streets

Plaza

North Richmond's civic, commercial and institutional landscape consists of decentralized and sporadic public spaces along major streets. Currently, no formal plazas or squares exist. Neighborhood streets and corners, storefronts, and building edges serve as gathering spaces. Located in a variety of places including Shields-Reid Community Center, the North Richmond Multicultural Center, the Center for Health, and at local churches are indoor assembly spaces.

Issues pertaining to infrequent use, loitering, illicit use, territoriality and programmed land use should be evaluated prior to the proposal of a single use civic plaza or square. Currently, there are vacant land parcels situated along major streets that could serve this purpose. Built to ensure dynamic and continued use by the general public, buildings with programmed uses should relate directly to the civic spaces.

Considering the current neighborhood density, social patterns of use, surrounding context, and future land use, a hybrid plaza space may be more feasible for North Richmond. A civic plaza along Third Street could facilitate part-time parking and be transformed at other times for public gathering. Parking spaces could be designed with special paving and planting so that when cars are removed, the space can accommodate and facilitate alternative public uses.

The plaza typology should:

- Create a focal point for the community.
- Provide an outdoor social gathering place for individuals, small groups and community gatherings.
- Provide a flexible space for multiple users and uses.

Plaza

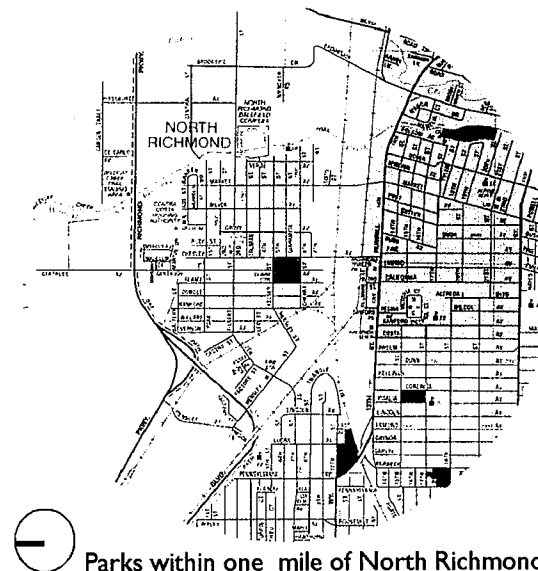


Park

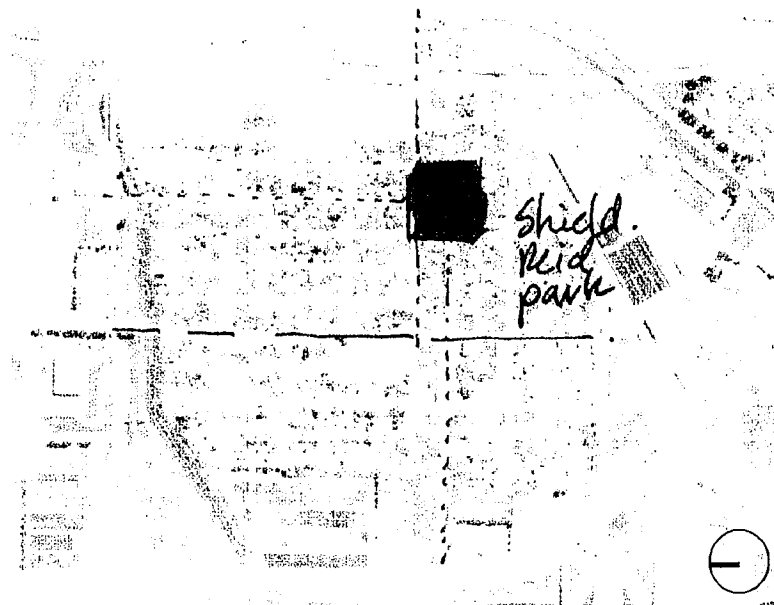
North Richmond has a very high rate in its allowance of park area per capita. Shields-Reid Park provides 5.9 acres and the North Richmond baseball fields adjacent to Verde Elementary School are 8 acres. This amounts to 4 acres per 1000 population, while the City of Richmond standard is 3 acres per 1000. Within a one mile walking distance, four additional parks are located in nearby Richmond and San Pablo. The community's size and density is low enough to question the feasibility of adding new recreation space. The North Richmond ballfields contain programmed athletic spaces and have little area allotted to informal play and socializing. Shields-Reid Park is introverted, turning away from adjacent streets. Preliminary observations indicate sporadic use of the facilities. Spaces should allow for flexible uses and user groups which appeal to a greater cross-section of the park's community. They should also relate and interact with adjacent context and uses. These functions could be combined with other landscape types to increase their use and programs.

The park typology should:

- Develop Shields-Reid Park's perimeter and edge to better relate to the adjacent streets and surrounding residential area.
- Incorporate spaces which allow for additional activities at North Richmond ballfields and at Wildcat Creek.



Parks within one mile of North Richmond



Shields-Reid Park



Park

Wilderness

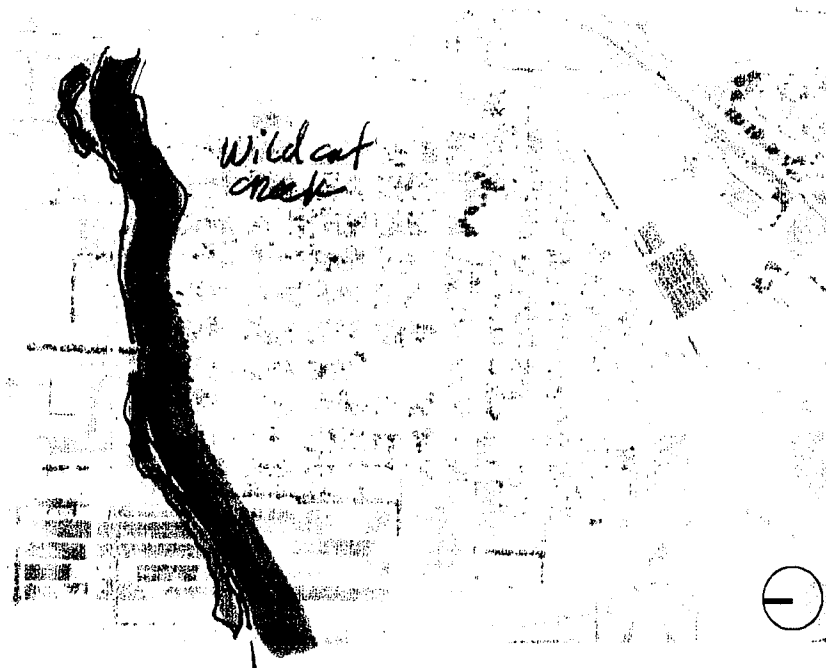
Wildcat Creek is a valuable natural and recreational resource along North Richmond's northern boundary. The Transportation and Urban Design Plan characterizes this environment as "wilderness," promoting the preservation and maintenance of habitat, wildlife, flora and fauna. Although the channel and banks are engineered to sustain high creek flows, the creek and its right of way should have a stronger and more diverse tree canopy and ground cover. The 1989 East Bay Regional Parks Department development plans proposed a diversity of plant cover, educational and pedagogical gardens and displays, and a trail separate from the service road. Only the vegetation on the southern bank was planted.



Exiting and entering North Richmond by car from the north, the creek is the threshold and gateway to the community. Currently, the creek and trail are visually masked from the Third St. into North Richmond.

The wilderness design treatment should:

- Link the existing trail to surrounding creeks, parks, bays and urban areas.
- Increase the visibility of Wildcat Creek and the San Francisco Bay Trail.
- Make Wildcat Creek a point of destination in the community by increasing access and visibility.



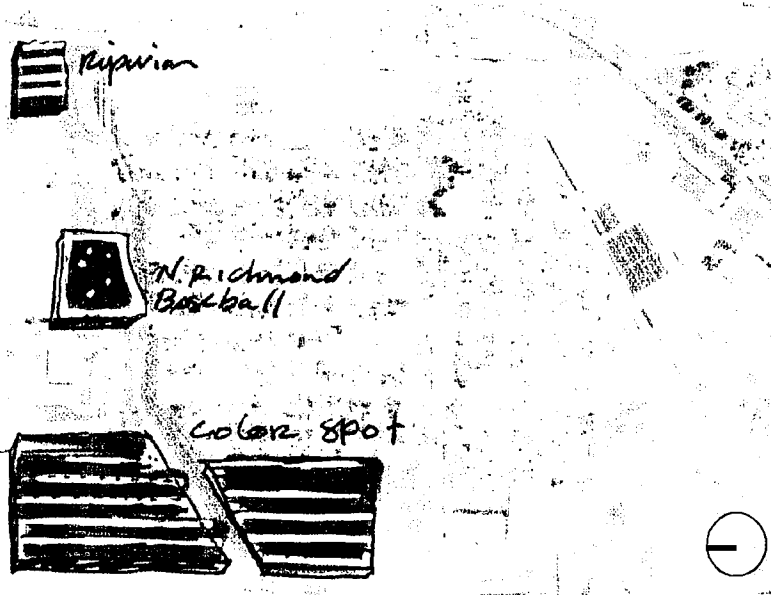
Wilderness

Fields

Color Spot Nursery's fields and the North Richmond ballfields characterize this type. Both are open landscapes that are distinguishable by their functional elements. Backstops, fencing, and lighting define the ballfields and fencing, carts, irrigation systems, and rows of pots define the nursery. The field landscape is a programmed single-use entity that defines the northern edge of the community of North Richmond. Along the Richmond Parkway, Color Spot Nursery is clearly seen, providing little to no screening along its borders. The North Richmond ballfields at Third and Wildcat Creek present a similar scenario. Both landscapes could be combined with other landscape types (e.g. garden, park) to visually enhance their context and facilitate other uses and users.

The field typology should:

- Increase the diversity of uses and activities at the ballfields.
- Promote Color Spot Nursery's fields as a gateway and buffer to North Richmond.



Long term development

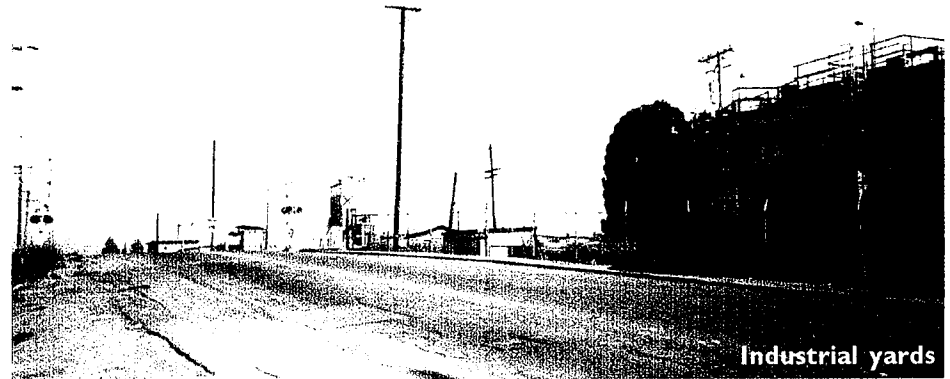
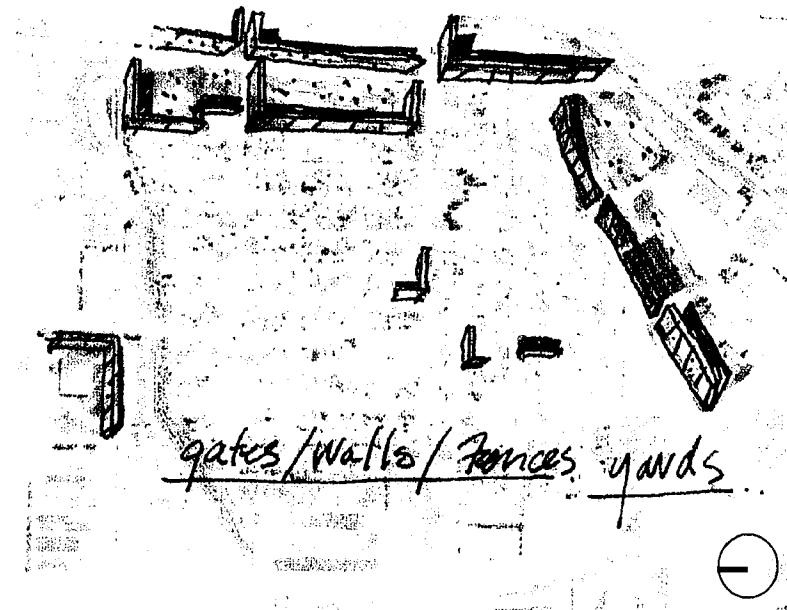
Fields

Yards

North Richmond is surrounded by large industrial yards which lie immediately adjacent to the railroad right-of-way and a wide fallow space whose ownership appears undetermined. Some are abandoned, leaving issues of demolition and soil contamination behind. Their fences visually and physically demarcate the edge.

The other yard landscape types are the parking lot (yard) and the vacant residential lot. The parking lots are located primarily along Third Street next to churches or community facilities. Several are located on corners which further reduces the street activity and visual continuity. The vacant residential lots are scattered throughout the community and can be sites of illegal dumping.

The purpose and use of the yard landscape is determined by its owner, however its edge directly impacts the public realm. The appearance of this edge can determine whether a yard appears vacant, acceptable for garbage dumping, or whether a yard is cared for and respected. The edge, a fence, wall or gate, needs to be as attractive as possible.



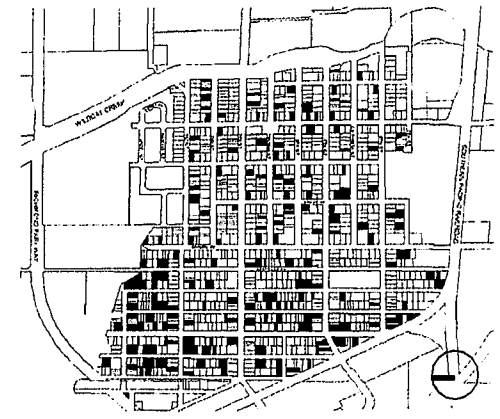
Industrial yards



Parking yards

The yard typology should:

- Establish a greater landscape zone between industrial and residential uses to minimize visual, aesthetic, noise impacts, and define the edge of the community.
- Develop standards for fences, gates, and walls for residential, commercial, and future residential (currently vacant) lots.



currently vacant residential lots

Yards

Gardens

Gardens, whether cultivated for ornamental or agricultural purposes, can be a potential source of identity, recreation, pride and income to North Richmond. The fertile soil and open land still exists in North Richmond to accommodate them. Community gardens have already been established in North Richmond, and depending on the need, interest and organizational infrastructure, further development of community gardens may be a good opportunity for temporary vacant lot use. Since vacant lots are privately owned, the Redevelopment Agencies, City and County, should be very strategic in selecting parcels for short term and long term garden use. Gardens (for ornamental flowers, subsistence vegetables, or street tree nurseries) are a great short term use of lots, particularly if the administration and economic infrastructure is clear and efficient. Non-profits, neighborhood and/or civic groups are just a few entities that could serve as administrators. The market for organic vegetables is growing in the San Francisco Bay Area and agricultural land is becoming scarce. Many community gardens exist in the region already and could provide a source of support and information on the effort and organization required to successfully run a community garden.

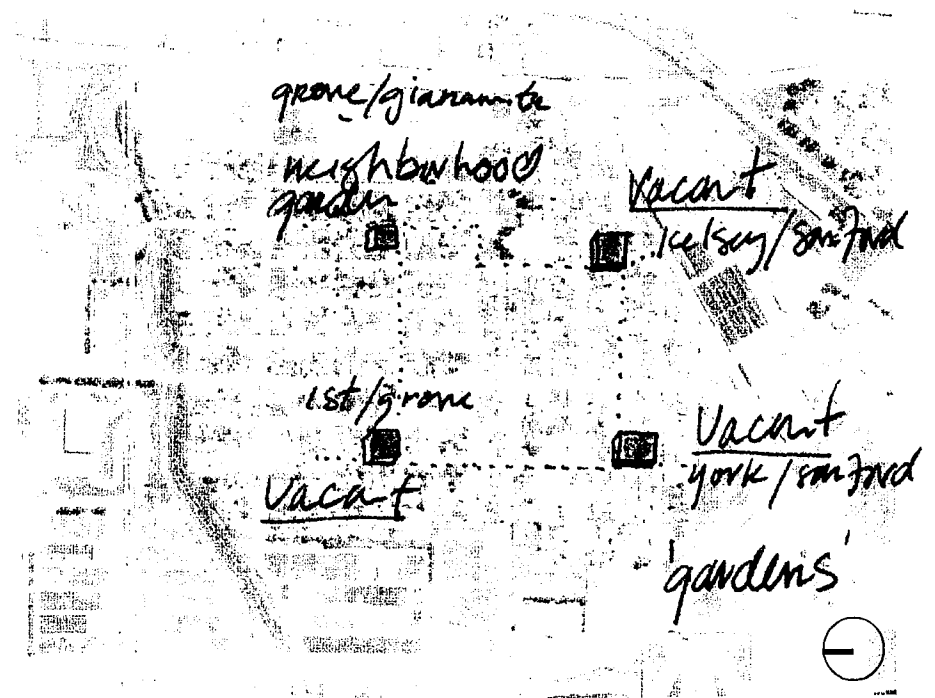
Gardens can provide an immediate benefit if their design and upkeep are maintained. If not maintained, gardens can appear unsightly. For practical job training, the organic produce garden or street tree nursery can transform vacant lots and provide economic and educational opportunities. As a long term land use, the garden is not the best program for infill. Unless local administrative entities are willing to adopt and maintain a new landscape type on par with streets and parks, gardens will remain a temporal land use.

Garden at Grove and Giaranita



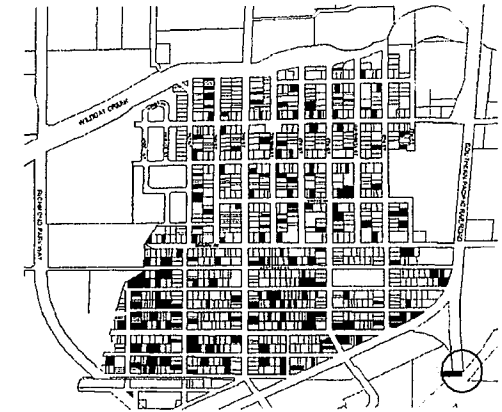
Gardens

NEEDS ASSESSMENT AND DESIGN CONCEPT



The garden typology should:

- Develop standards for short term use of vacant lots as ornamental or agricultural gardens.
- Designate resources for establishing a North Richmond community garden.



Potential future gardens

Related Projects and Potential Funding Sources:

Transportation Equity Act for the 21st Century; Transportation and Community and System Preservation Pilot Program (TCSP)

United States Department of Transportation, Federal Transit Administration

The TCSP provides funding for grants and research to develop, implement, and evaluate transportation strategies supporting transportation and community and system preservation practices which incorporate beneficial short and long term environmental, economic and social equity effects to help build livable communities.

North Richmond Community Enhancement and Circulation Project

Contra Costa County Redevelopment Agency

The County has applied for \$1.5 million in federal funds to do the planning, engineering, community outreach, and environmental impact analysis for two projects aimed at improving the livability, safety, and business climate in North Richmond. One project is a railroad overcrossing for bicycles and pedestrians along Market Avenue. The other is the creation of a truck route that would enable trucks to access the Richmond Parkway without passing through the residential neighborhoods of North Richmond.

North Richmond Transportation Enhancement Activities Project

Contra Costa County Redevelopment Agency

The County has received a grant from the Metropolitan Transportation Commission to implement streetscape improvements including street lighting, curb ramps, bike lanes, and enhanced bus stops. Both Third and Market Streets are slated to be modified with landscaped medians. This is to be implemented in two phases after the completion of this North Richmond Livable Communities Urban Design and Transportation Plan.

1995-1999 Contra Costa County Revitalization Strategy

Contra Costa County

This strategy is a synthesis of previously adopted plans, goals, and objectives to assist in the removal of barriers to economic revitalization through infrastructure improvements, incentives to existing and new businesses, job training and development, and affordable housing.

North Richmond Community Planning Initiative

North Richmond City / County Operational Management Expert Team (COMETII)

A group composed jointly of City and County agency representatives with the purpose of updating and implementing the community action plan for North Richmond.

Richmond Gateway Project*Valleier & Associates for the City of Richmond*

A landscape architecture firm is designing intermodal nodes located along the freeways, public transportation entrances and significant gateway points around the City of Richmond, including at Gertrude Avenue and the Richmond Parkway.

Community Gardens

Currently, Annie King Meredith of the Family Service Center has identified private potential garden sites within North Richmond. They may support a centralized farmer's market and / or provide public community garden use.

Wildcat Creek

A second grant may be pending for further restoration and education development along Wildcat Creek.

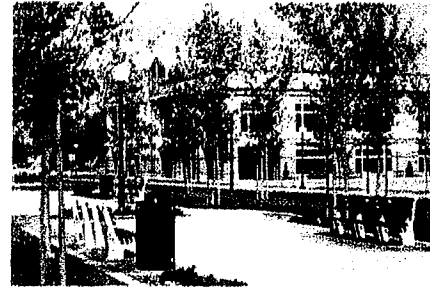
San Francisco Bay Trail*Association of Bay Area Governments (ABAG)*

Along Wildcat Creek lies a spur of the San Francisco Bay Trail. Ideally this trail will be developed through San Pablo into Wildcat Canyon. The main portion of the San Francisco Bay Trail is not completed and ABAG is still negotiating the route from the Richmond Marina connecting north to Point Pinole Regional Shoreline. It is currently designated along the Richmond Parkway.

West Contra Costa County Sanitary Landfill Public Access Plan*West Contra Costa County Sanitary Landfill, Inc.*

The landfill is slowly being closed and capped and portions of its shoreline will become open for public access and recreation in 2002. The existing concrete recycling, public disposal and organic composting facilities will remain open. Plans are being made for a spur of the San Francisco Bay Trail to be built through the accessible areas.

SCHEMATIC DESIGN PRECEDENTS



Walkways



Gardens



Surfaces



Gateways



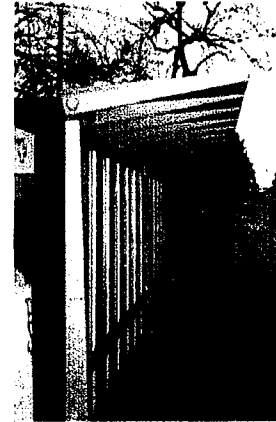
Lighting



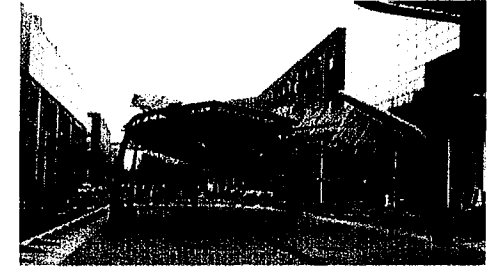
Design Precedents



Streets



Transportation



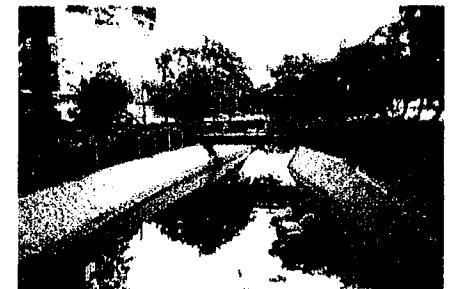
Community Center



Trees



Natural Buffers



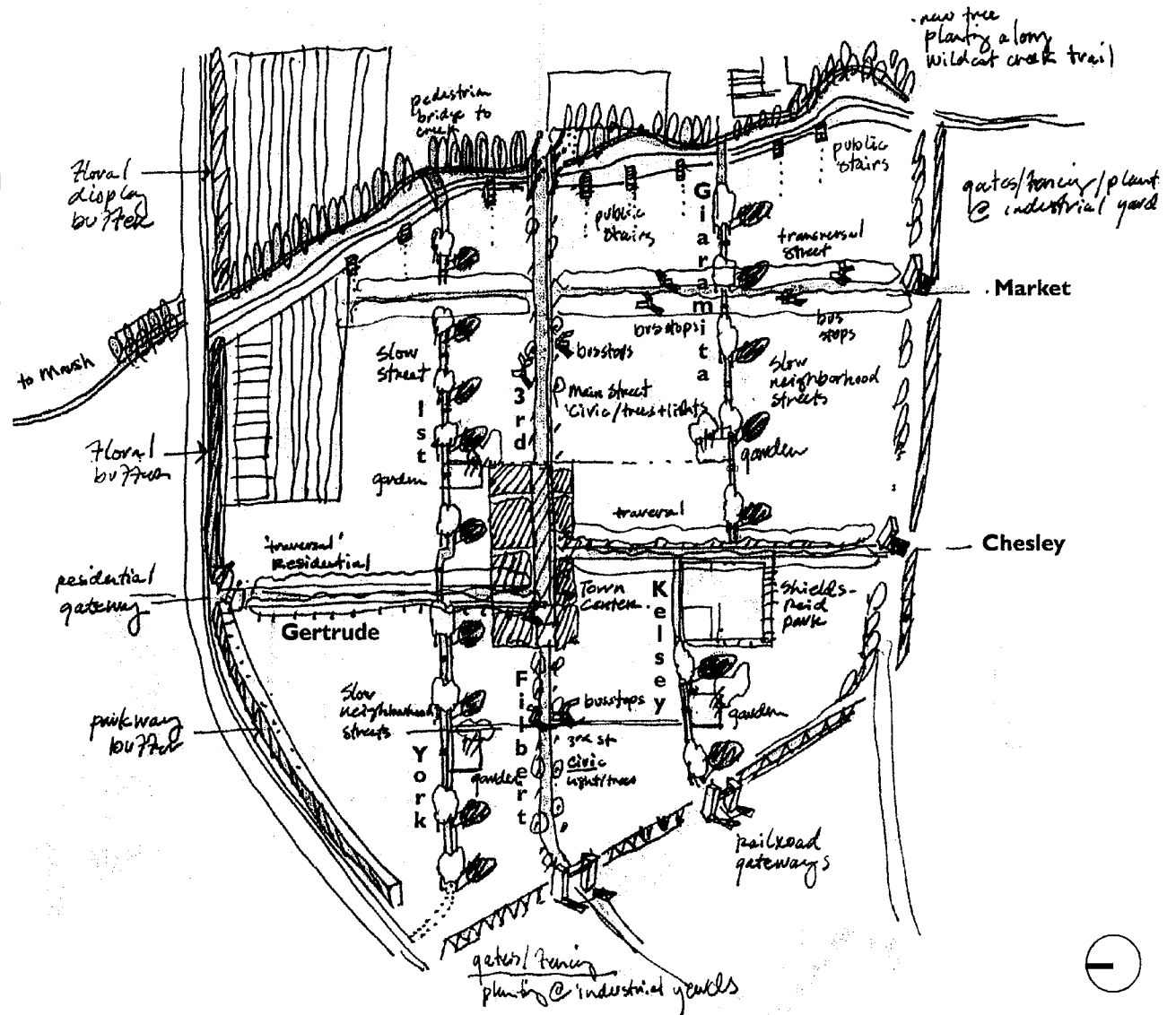
Design Concept

Landscape Types:

Main Street and Plaza
 Slow Streets and Community Gardens
 Wildcat Creek Wilderness, Park and Field
 Transversal Street, Yards and Park
 Buffer Fields and Deadend Streets

North Richmond's landscape types are identified and classified separately to better understand the potential of each within their local context. These assessments provide specific recommendations for improving the public landscape's use, function, safety and aesthetic. They also reveal opportunities to revitalize existing landscapes that currently lie fallow or contribute to illicit and disfunctional uses. Site specific landscape types incorporate their environmental, cultural and social context resulting in landscapes particular to North Richmond. Isolating each landscape type is also useful to identify future phasing and implementation.

North Richmond's landscape can be characterized as hybrid and multifunctional. Landscape types overlap and merge with one another resulting in distinctive districts. These districts reinforce existing social patterns, the site's physical history and existing and proposed land uses. The result is a diverse landscape with multifunctional public spaces, programs and uses that reinforce North Richmond's unique urban form and cultural attributes. By merging and overlapping programmatic uses that normally require separate space and resources, redundant public spaces will be reduced as well as blurring the separation of County and City through a unified urban landscape.

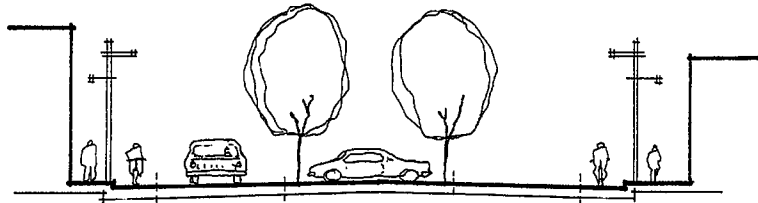


The urban landscape concept redefines North Richmond's public realm. Weaving landscape types together creates unique associations and opportunities. Landscapes are linked together forging new public space relationships. These include:

- | | |
|---|--|
| Main Street and Plaza: | The street becomes a public space for temporary events which include parking, farmers markets, civic rituals and other public events and uses. |
| Slow Streets and Community Gardens: | Residential streets feature community gardening and gathering spaces. |
| Wildcat Creek Wilderness, Park and Field: | Riparian corridor provides an area for nature study while featuring active and passive recreational use. |
| Transversal Street, Yards and Park: | East - West streets connect "Main Street," featuring new street planting and amenities that re-establish connection to vacant lots and the existing Shields-Reid Park. |

These hybrid landscape should be developed as single entities. When placed within the overall urban design plan they merge with their adjacent landscape types. Opportunities for gateways, bike trails, tree planting, lighting, signage and other public amenities emerge, that are particular and site specific.

Main Street and Plaza



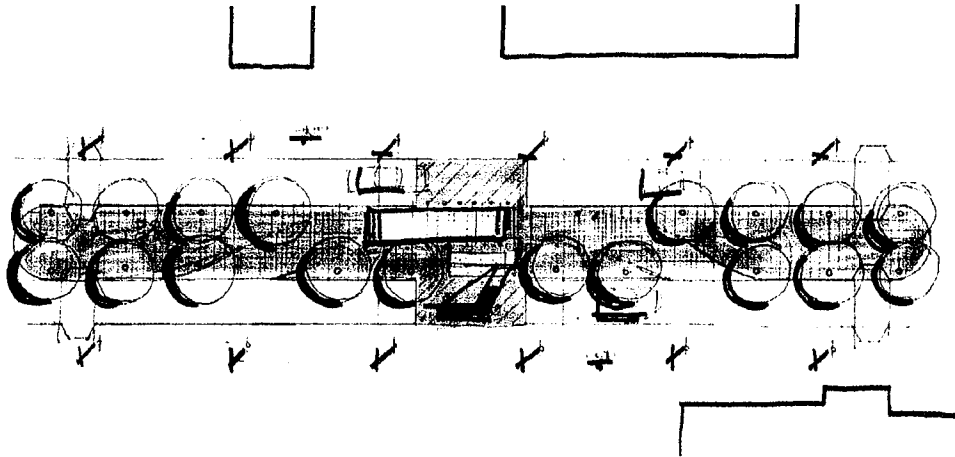
Main Street with central parking plaza section

Goals:

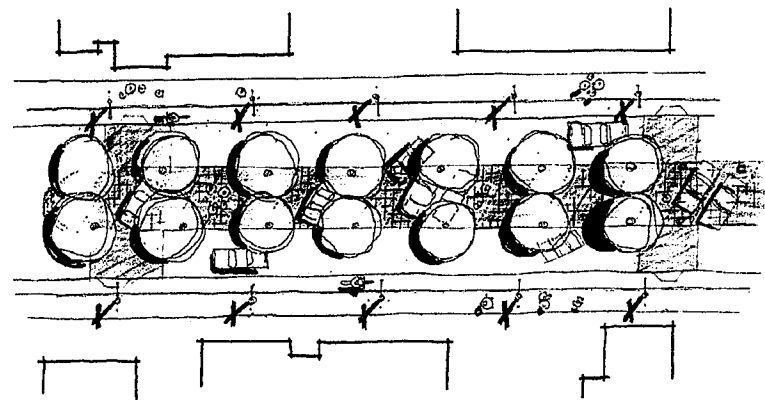
- Create a focal point and community center.
- Combine resources in City and County.
- Improve pedestrian and bicycle circulation.
- Increase street landscape diversity.
- Improve pedestrian safety through traffic calming.

This plan's central goal is to enrich the public realm of North Richmond to create a livable community. Third/Filbert Street is envisioned as a distinct central street to be recognized upon entering the community from Richmond, either from the Hensley Industrial tract on Filbert or over Wildcat Creek on Third Street. The proposed plaza extends three blocks along Third and Filbert Streets directly adjacent to the new Health Center and Senior Housing development. The long block between Gertrude and Grove Streets has a width of 60 feet which allows for the creation of a public space that can serve multiple uses by incorporating parking and a pedestrian plaza space. Street tree planting will occur along this central median space defining parking stalls while spatially defining pedestrian space.

Public transit is accommodated in the two short blocks south of Gertrude on Filbert Street. These blocks incorporate a central public space for bus lanes and transit shelters. Placed within the street's median between several significant churches, the transit plaza will be visually distinct and will accommodate social gathering after services.

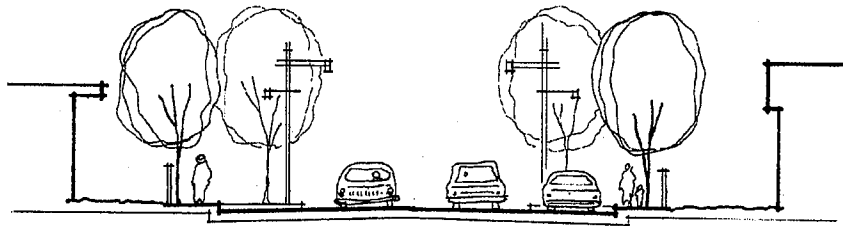


Transit Plaza



Civic Plaza: Parking, Markets, Festivals and other public events.

Slow Street and Community Gardens



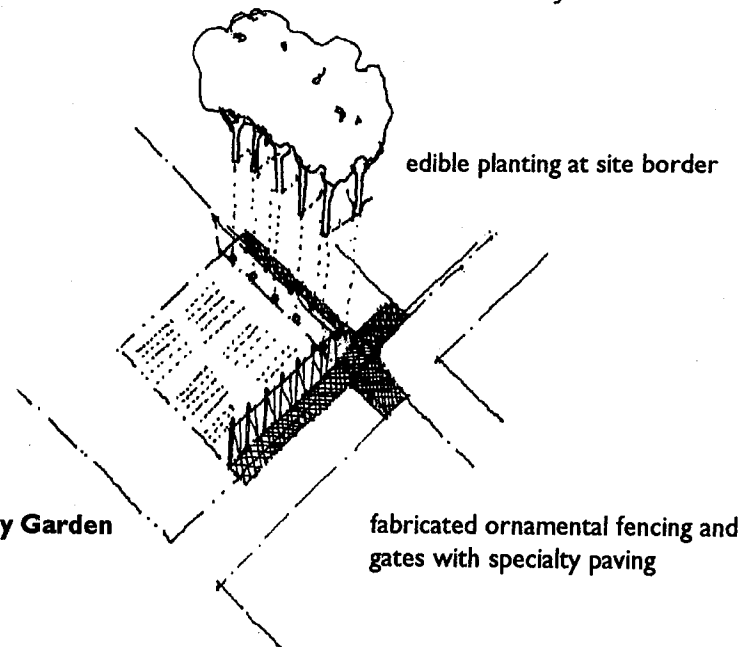
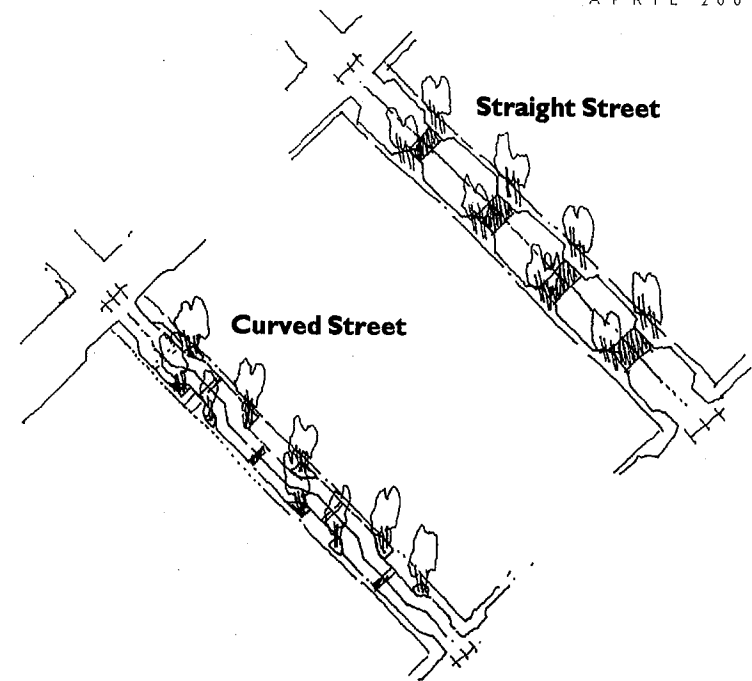
Slow Street Section

Goals:

- Create safe pedestrian and bicycle paths.
- Promote North Richmond's agricultural past.

York, First, Giaramita and Kelsey Streets are quiet residential streets that connect pedestrian and vehicular traffic to Wildcat Creek, Shields-Reid Park and Verde Elementary School. Pedestrian and bicycle traffic along these streets is encouraged by slowing vehicle traffic. Narrowing the street at significant points between residential driveways and at intersections, and locating speed humps and street tree planting at frequent intervals, will contribute to lowering traffic speeds.

Community gardens are proposed along slow streets at existing vacant parcels. Four sites have been chosen that are equitable in their site location. Fabricated ornamental fencing and gates will line garden edges. Tree planting and paving extend out to the public realm connecting the garden to the street landscape. Fruit trees and other edible planting is encouraged in these areas.



Community Garden

fabricated ornamental fencing and gates with specialty paving

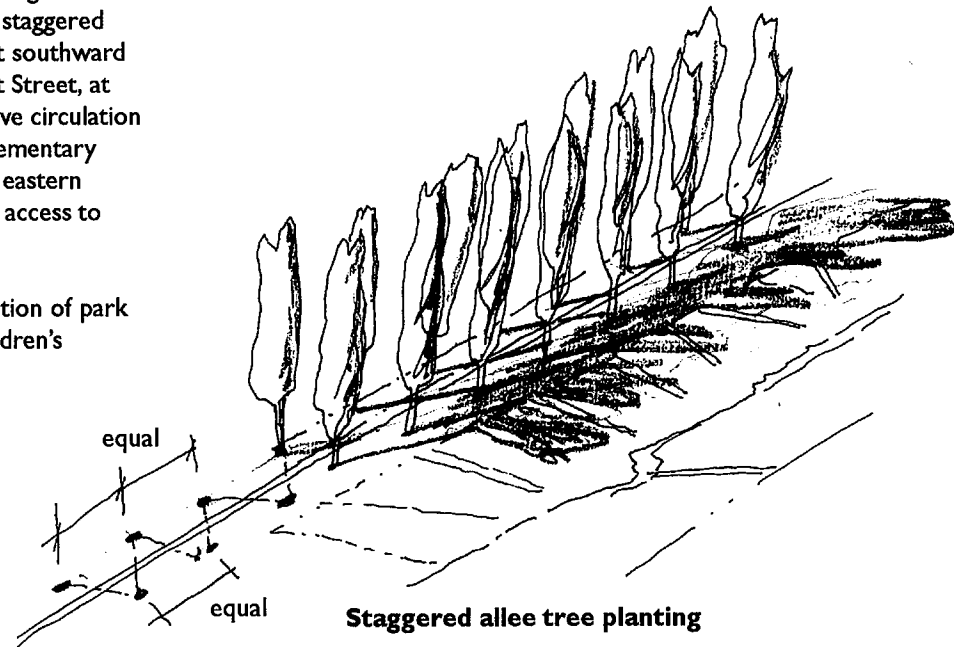
Wilderness, Park, Field and Trails

Wildcat Creek at the northern edge of North Richmond should be visually prominent from within and from outside the community. Tree planting along the existing trail should be architectural in scale, spacing and aesthetic. Planting trees in a staggered double row allee would create this dynamic. The trail should also connect southward to the community by the addition of a pedestrian bridge at the end of First Street, at the former location of the Central Avenue bridge. This trail is an alternative circulation corridor for residents who live west of Third Street to connect to Verde Elementary School. The proposal for the construction of a pedestrian overpass at the eastern railroad tracks at Market Street would create an uninterrupted pedestrian access to the shops and services in the adjacent San Pablo neighborhood.

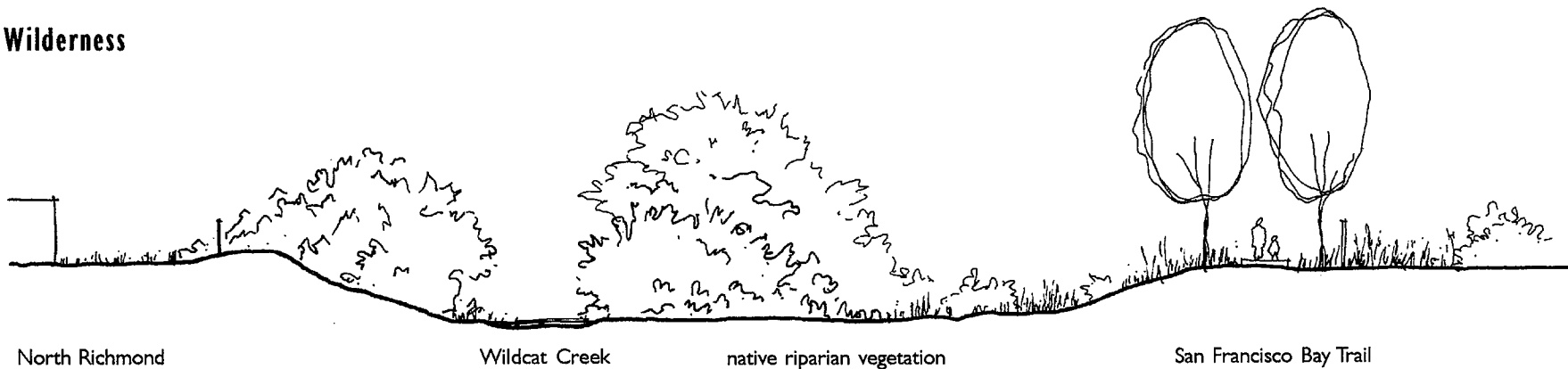
The existing North Richmond fields should be enhanced through the addition of park spaces for a greater diversity of uses. These may include: picnic areas, children's garden, nature study and exercise areas.

Goals:

- Create more recreational diversity along Wildcat Creek.
- Provide areas for ecological education.
- Create connections to the south side of Wildcat Creek.
- Increase visibility of the San Francisco Bay Trail.



Wilderness



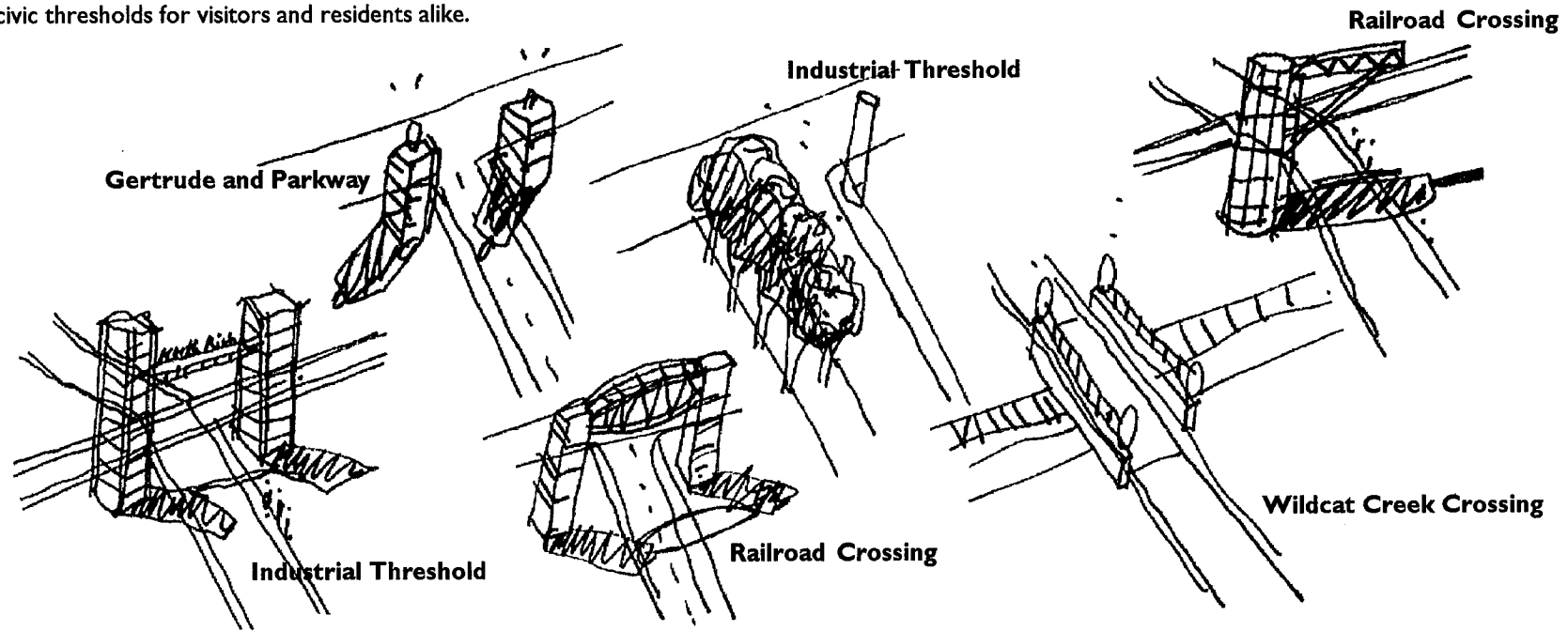
Traversal Street, Yards and Park

Goals:

- Increase community identity.
- Create an expression of civic pride.
- Increase the landscape zone between land uses to mitigate noise and improve visual quality.
- Develop visually aesthetic and functional edge to yards.

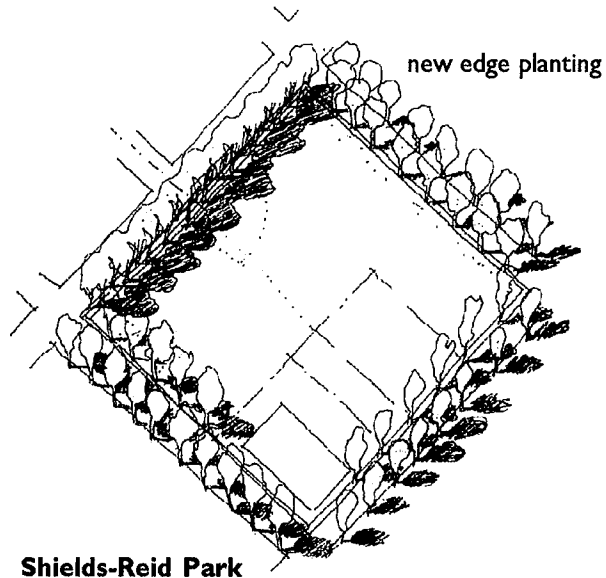
Entrances:

Gertrude, Chesley, Market, Filbert and Third Streets are primary entrances to and from North Richmond. These streets should serve as gateways, visually linking the community to the city of Richmond and San Pablo. "Traversal" streets are characterized as streets that link Main Street to neighborhood districts and surrounding communities. They accommodate vehicular traffic as well as pedestrian and bicycle travel. At points where "Main" and "Traversal" streets cross the boundary of the community, prominent gateway structures announce arrival to or departure from the community. Gateway elements reinforce their specific sites while providing civic thresholds for visitors and residents alike.

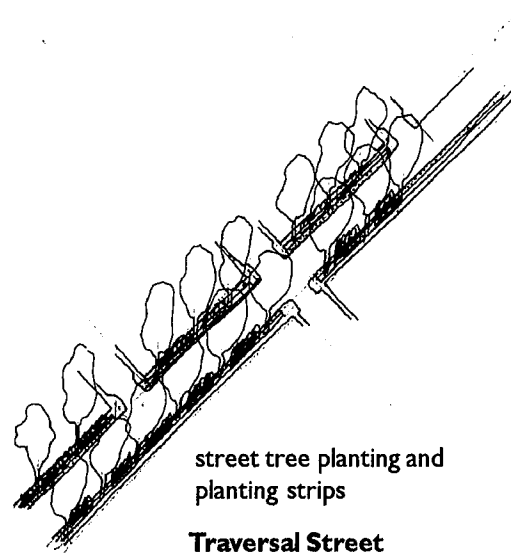


Park:

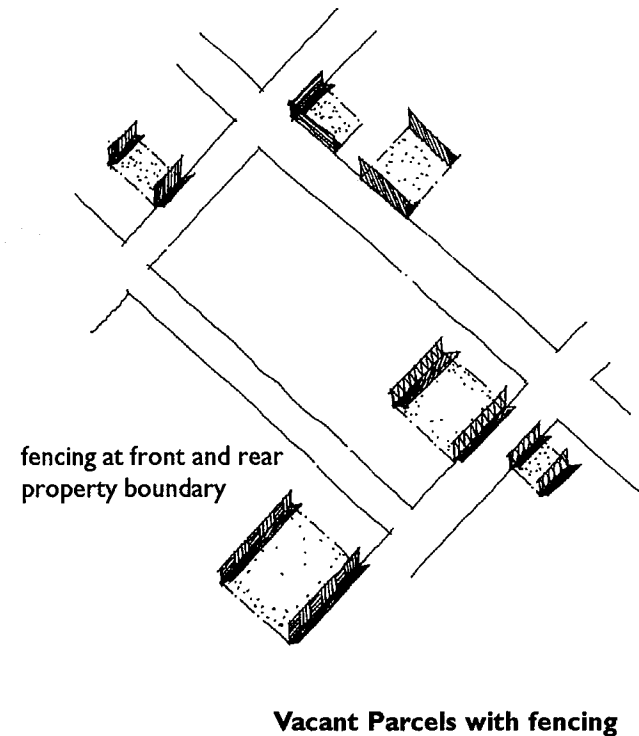
Shields-Reid Park is situated along the southern border of Chesley Street. Currently, chainlink fencing separates the park and the street. The existing fencing, with the exception of the baseball backstop, should be removed. Street tree planting should be reinforced along the park's edges to create a porous edge encouraging access to the park from the adjacent residential areas.



Shields-Reid Park



Traversal Street



Vacant Parcels with fencing

Yards:

North Richmond's vacant parcels make up more than one third of the private landscape. Along major streets, existing vacant parcels should be fenced at the front and rear property boundary. Fencing should be fabricated and open in aesthetic and pattern for safety and visibility. Fence heights should not exceed six feet. The fencing will spatially define the public realm along the street while mitigating dumping of trash, illicit activities and mid-block circulation.

Traversal Streets:

As the primary east-west access to North Richmond, these streets should have a strong continuous visual character. Street tree planting with a strong architectural character is desired. Planting strips should be reduced in size for maintenance purposes. Where possible decomposed granite paving borders should be developed curb side with narrow planting strips next to sidewalks.

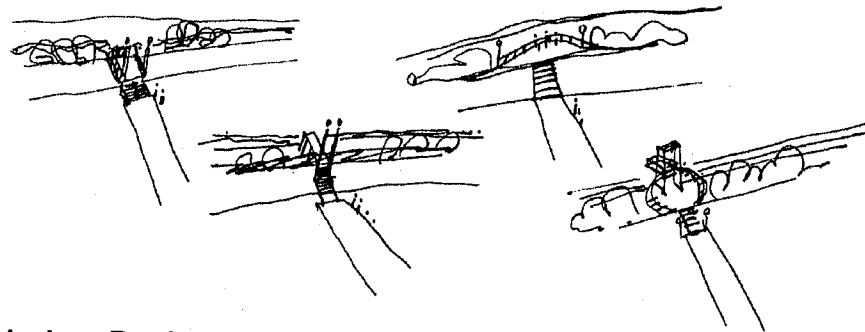
Buffer Fields and Deadend Streets

Goals:

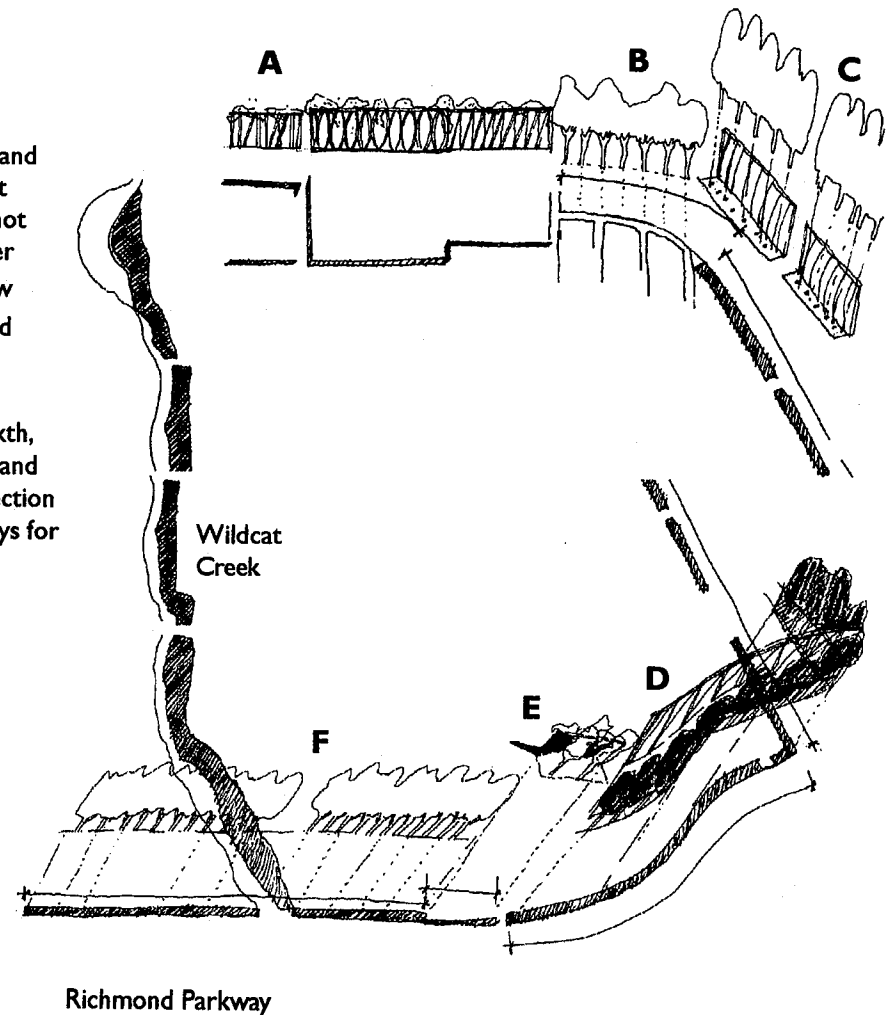
- Create a visual and physical access at dead end streets.
- Create a passive recreational and educational opportunity along Wildcat Creek.
- Strengthen existing community boundary while providing a diversity of buffer landscape.

The edges of the community along the Union Pacific (Southern Pacific) railroad tracks and the Richmond Parkway should mitigate automobile, trucks and train traffic and adjacent industrial uses. Walls, fencing and planting should be designed in a manner that does not create a solid wall around the community. Variety should be a high priority in the buffer landscape's design and placement. Six zones are identified: **A** eastern industrial, **B** new eastern street extension, **C** southern residential, **D** western residential at the Richmond Parkway, **E** Parkway Estates, and **F** Color Spot Nursery wind breaks.

At dead-end streets which terminate at Wildcat Creek, Second, Truman, Fourth, Fifth, Sixth, and Seventh, the street should feature public stairs or overlooks to create a civic node and street terminus. These nodes should not provide through circulation or physical connection to the creek, but rather provide visual markers at the end of streets. Pedagogical displays for nature study may include planting and interpretive signage.

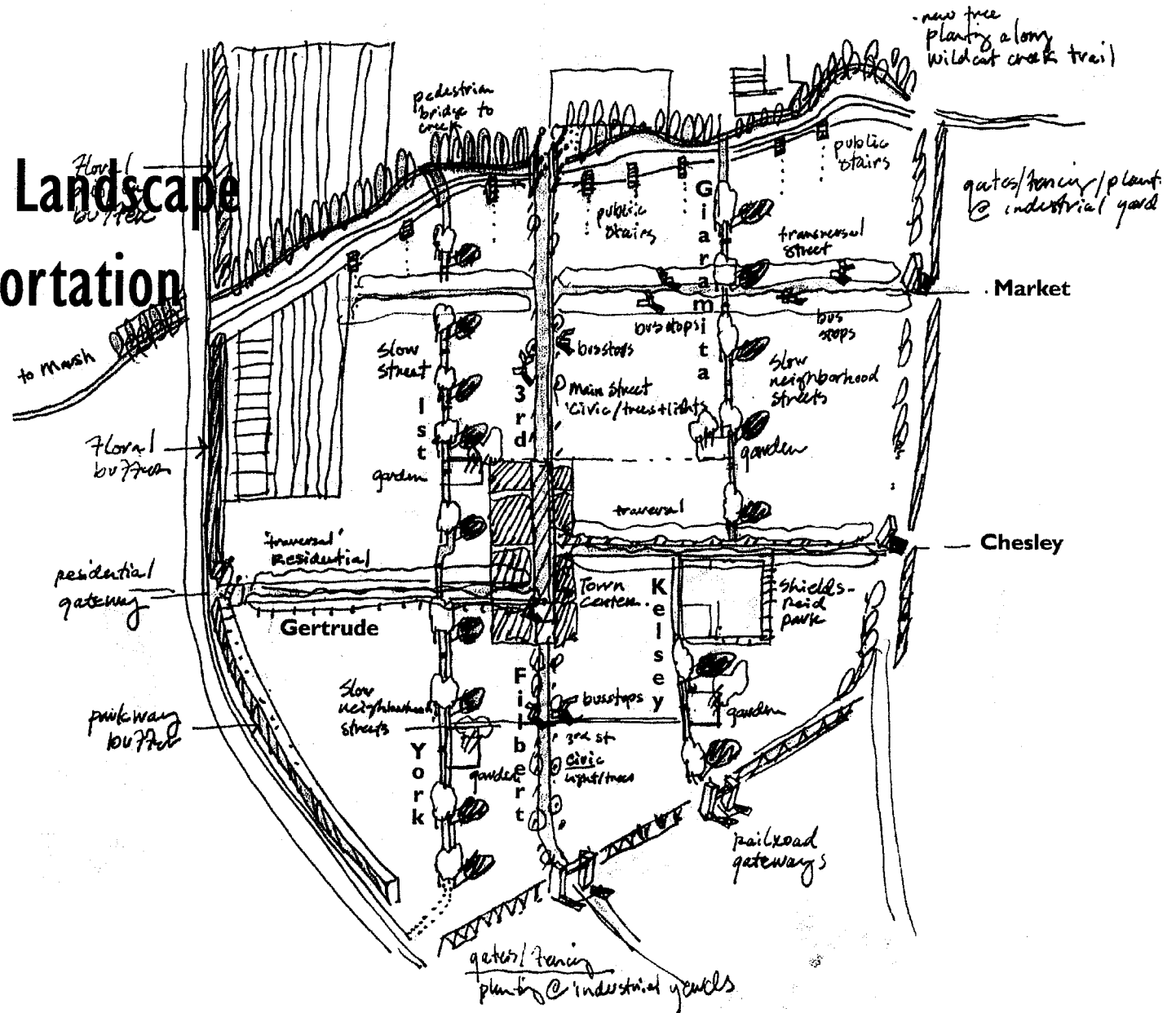


Overlooks at Deadend Streets



Chapter 4

The Urban Landscape and Transportation Plan



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DESIGN GUIDELINES

STREETS

Provide a hierarchy of street types that reinforce and improve the neighborhood's urban form and character.

- a. Third and Filbert Street – civic neighborhood street
- b. Market/Chesley/Gertrude Avenues – traversal connector through streets
- c. First / York – Giaramita / Kelsey – neighborhood slow street

Create slow and safe streets both physically and visually

- a. Plant street trees in planting pits within existing or widened sidewalks. Minimum spacing - 45 feet on center (o.c.) every two spaces.
- b. Create multi-use median along street centerline for parking and social gatherings. The width of the median should be wider than a driving lane, a minimum of 20 feet. (refer to page 4.10)
- c. Bulbed out street corners and handicap ramps at intersections of all street types provide a shorter pedestrian crossing distance. The corner bulb-outs should have a min. 15 foot radius.
- d. Increase pedestrian rights of way utilizing existing on-street parking space. Alternate bulb-outs along the street to slow traffic and create planting islands.
- e. Provide bike lanes (refer to page 4.19)

Provide street furnishings that improve safety and facilitate community use and gathering space.

- a. New pedestrian light standards should be located along the neighborhood civic street, 3rd and Filbert Street.
- b. Pedestrian light standards should be attached to existing street poles along major street types to illuminate pedestrian right of way.
- c. Benches, trash receptacles, bollards, etc should be located at the major neighborhood street spaces, including bus stops, corners, plaçitas, etc.

Provide strong architectural site features and furnishings that are in scale with street and development.

- a. Bus shelter design should employ low maintenance materials and construction.
- b. Bus shelters should feature vertical signage and markers for transit information and public art opportunities.
- c. Bus shelters should be visually and physically open; free of opaque partitions and walls.
- d. Bus shelter roof should be at least twice the size of the ground footprint for shelter from the sun and inclement weather.

DESIGN GUIDELINES

Develop physical and visual markers and monuments at major neighborhood entry areas

- a. Utilize existing bridge guard rails/walls/etc for gateway markers and public art opportunities.
- b. Develop gateway markers/monuments that reinforce the neighborhood architectural context (ie. industrial and residential)
- c. Physical gateway markers/monuments should provide opportunities to incorporate lighting, signage, interpretive elements ie cultural and physical history, ecology and environmental phenomena. See Gateway illustrations throughout document.
- d. Gateway planting concepts should incorporate formal architectural patterns for example tree allees, groves, bosque, etc. Selected tree species should reinforce the formal patterns.

Visually improve and enhance existing dead-end streets to create safe and aesthetically functional spaces

- a. Provide public access, overlooks, or gathering spaces at dead-end streets adjacent to Wildcat Creek. Incorporate interpretive and didactic displays for stream and floodplain ecology.
- b. Develop cul-de-sacs with prominent tree planting, lighting and site furnishings at dead-end streets.

NEIGHBORHOOD CENTER (PARKING PLAZA)

Provide a centralized public space that ameliorates the physical and visual separation of county and city

- a. Reduce roadway on Third and Filbert and link the northern and southern landscape while utilizing the street right of way.
- b. Visually and physically connect Third and Filbert streets with a central pedestrian median (between Chesley and Grove Avenues) that compensates for the abrupt change in street width from Filbert to Third.

Create a public space that is multidimensional and flexible to accommodate a diversity of uses

- a. Develop a central median landscape to accommodate diagonal street parking and pedestrian uses.
- b. Plant trees to reinforce pedestrian use and the visual quality of the street.
- c. The central median space should be at least twice the width of the adjacent travel lanes to ensure the dominance of the pedestrian space over the automobile's right of way.

DESIGN GUIDELINES***Strengthen existing neighborhood street patterns, places and uses.***

- a. The central median landscape should make connections and accommodations to the Senior Housing development and the Health Center.
- b. Create plaçitas (small public spaces) in front of the Health Center, McGlothen Temple and the Missionary Baptist Church.

Create a safe and comfortable public environment.

- a. Narrow the street corners with bulb-outs and new striping at strategic locations.
- b. Provide pedestrian level lighting at sidewalk, median and small public spaces.
- c. Provide clear separation between moving traffic and pedestrian space through signage, bollards, barriers, striping and pavement patterns.

WILDERNESS (WILDCAT CREEK)

Create a visually distinctive and healthy landscape within the right of way adjacent ot Wildcat Creek.

- a. Implement existing/previous flood control and implementation strategies along Wildcat Creek. Including: planting, trail and educational features.
- b. Plant tall riparian tree species (eg Poplar) along the trail access to reinforce the visual order and function of the Wildcat Creek area.
- c. Implement existing design features (ie nature center) and incorporate new picnic and park areas adjacent to North Richmond fields.

Develop Wildcat Creekas a major destination for North Richmond residents and adjoining communities.

- a. Provide public access to Wildcat Creek visually and physically from the south bank right of way to North Richmond neighborhood.
- b. Provide visuall makers at vehicular streets which bridge over Wildcat Creek (Third St and Giaramita St).
- c. Extend trail and landcape improvements and features westward from Third St to the Richmond Parkway.

DESIGN GUIDELINES

BUFFERS

Mitigate and ameliorate negative physical and visual connections and relationships with surrounding land uses.

- a. At south eastern boundary place noise wall/ barrier along Union Pacific and Sante Fe/Atchison Topeka right of way as per contra Costa County and City of Richmond Standards.
- b. Place noise wall along Richmond Parkway eastern edge adjacent to the immediate neighborhood of North Richmond.
- c. Plant trees and shrubs along the neighborhood boundary (northern and western sides) of noise wall.
- d. Develop guidelines for fencing, gates, landscape planting and signage adjacent to industrial uses (see Contra Costa County Standards and Guidelines).
- e. Enhance boundary between existing land uses ie Color Spot and Richmond Parkway. Plant trees and shrubs of an appropriate scale and function of land uses.

YARDS / GARDENS

Identify and utilize vacant residential lots for temporary public landscape use.

- a. Identify and select vacant parcels for temporary tree farm opportunities. Coordinate with existing county and city urban forestry programs.
- b. Identify and select vacant parcels for temporary storm water infiltration opportunities. Sites should be on the western side of streets (lower end). Coordinate with city and County public works programs.
- c. Identify and select temporary sites for landscape storage and maintenance. Coordinate with local business ie Color Spot, new development, Richmond Park and Recreation, Contra Costa County Park and Recreation.

Visually enhance vacant lots and parcels.

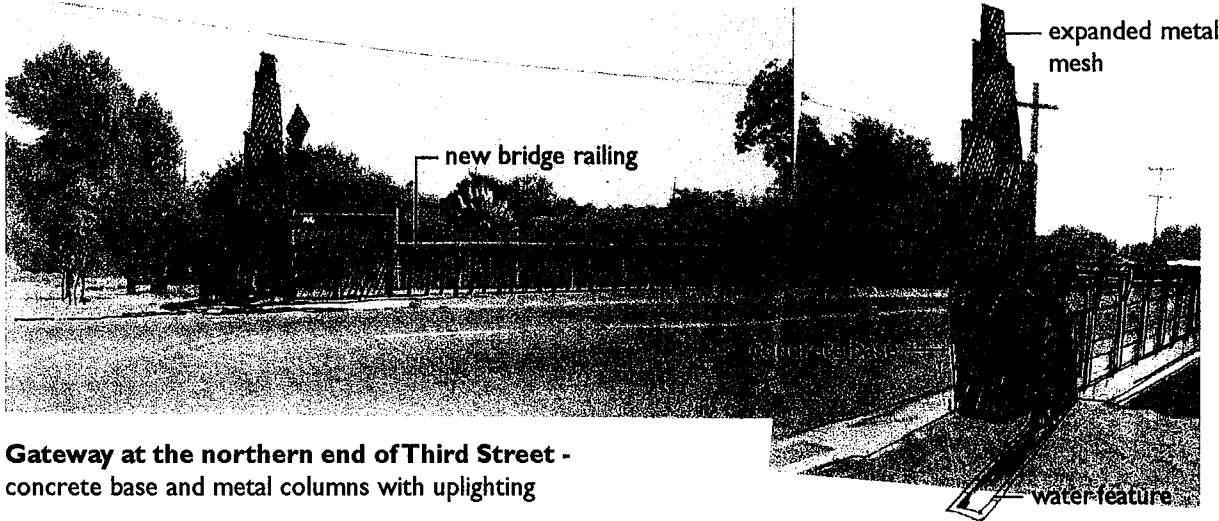
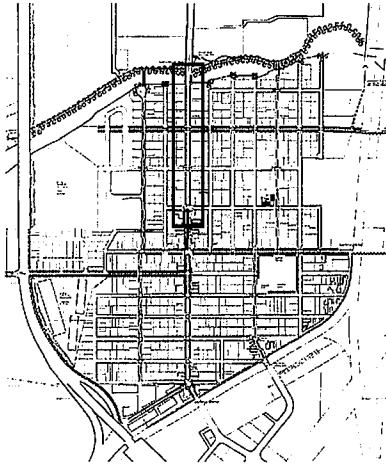
- a. Develop art program for residential fences and gates. Coordinate with City of Richmond Public Art Program.
- b. Create guidelines for temporary fencing along vacant property lines.
- c. Develop specific guidelines for clean-up/litter removal from vacant parcels (Guidelines should be developed jointly with City and County, and jointly enforced.).

DESIGN GUIDELINES***Develop a network of existing and new community gardens as public spaces.***

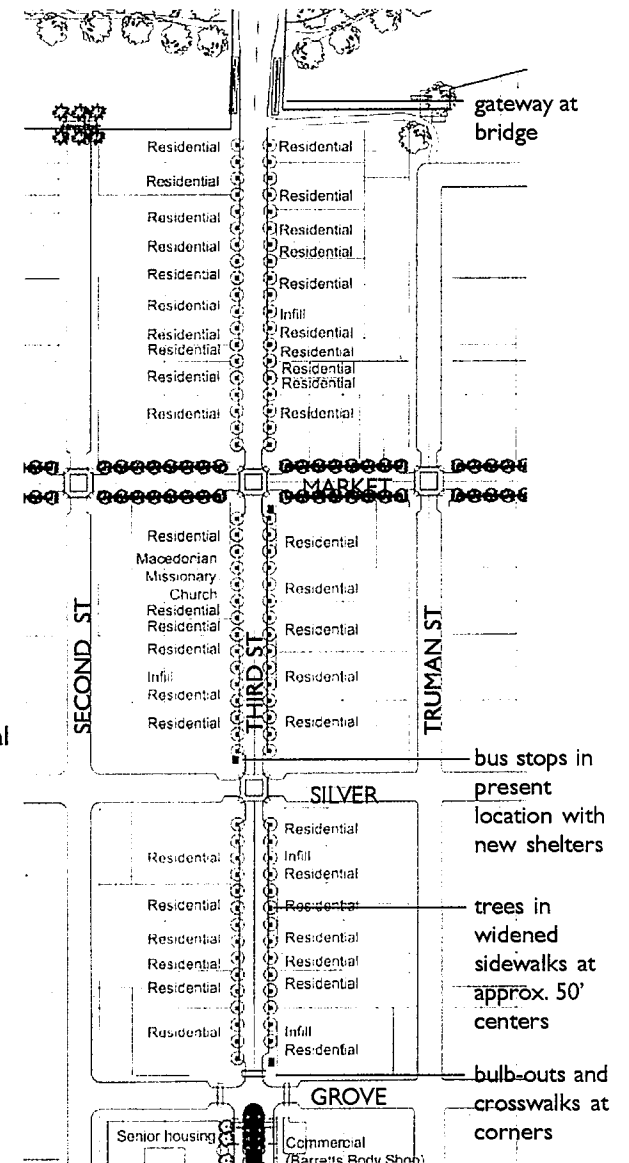
- a. Develop strategic plan to identify potential sites for community gardens along Giaramita Street, Kelsey Street, First Street and York Street. (Coordinate with City and County agencies, East Bay Urban Gardeners (EBUG), community representatives etc.)
- b. At existing private/public subsistence gardens develop guidelines for improved visual and physical connections with public space.

STREETS

THIRD / FILBERT - UPPER END



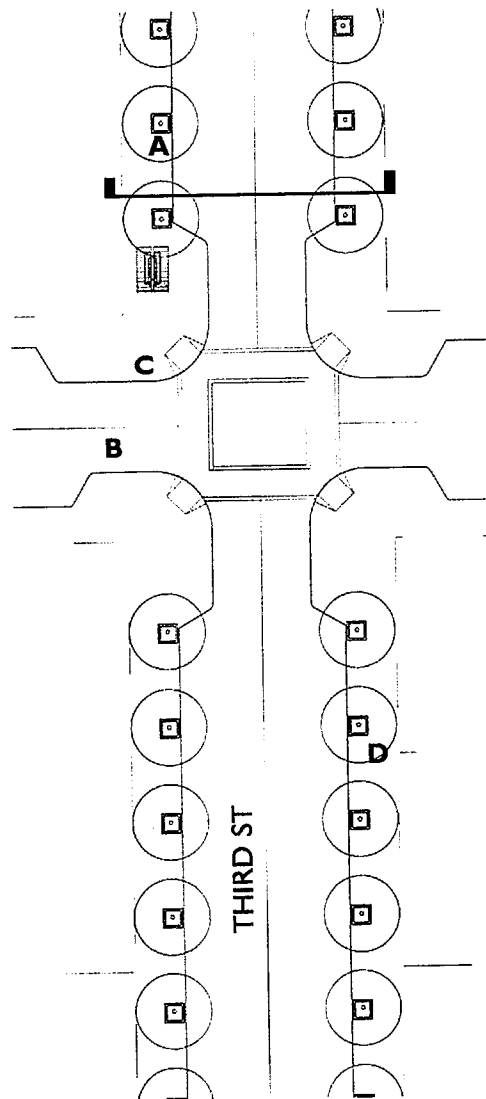
Gateway at the northern end of Third Street - concrete base and metal columns with uplighting



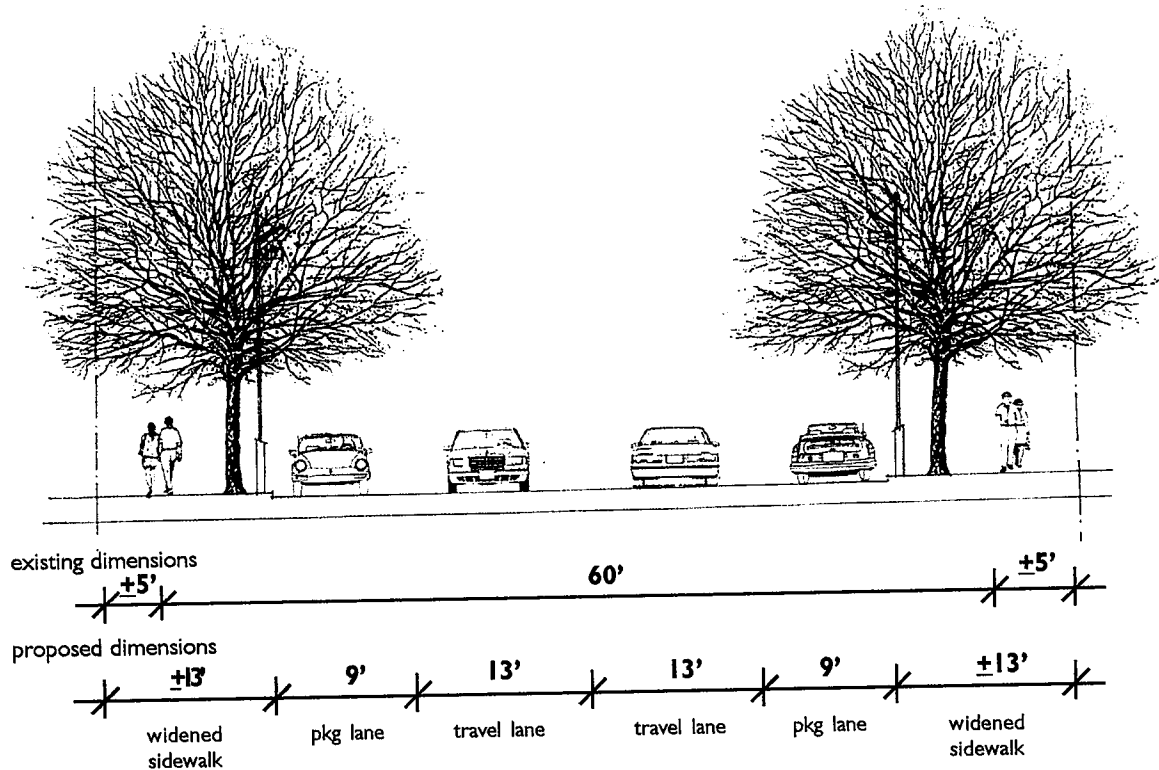
Plan of Upper Third Street

STREETS

THIRD / FILBERT - UPPER END



1 Detailed plan of Upper 3rd Street



Street Section

DESIGN PROPOSAL

Street

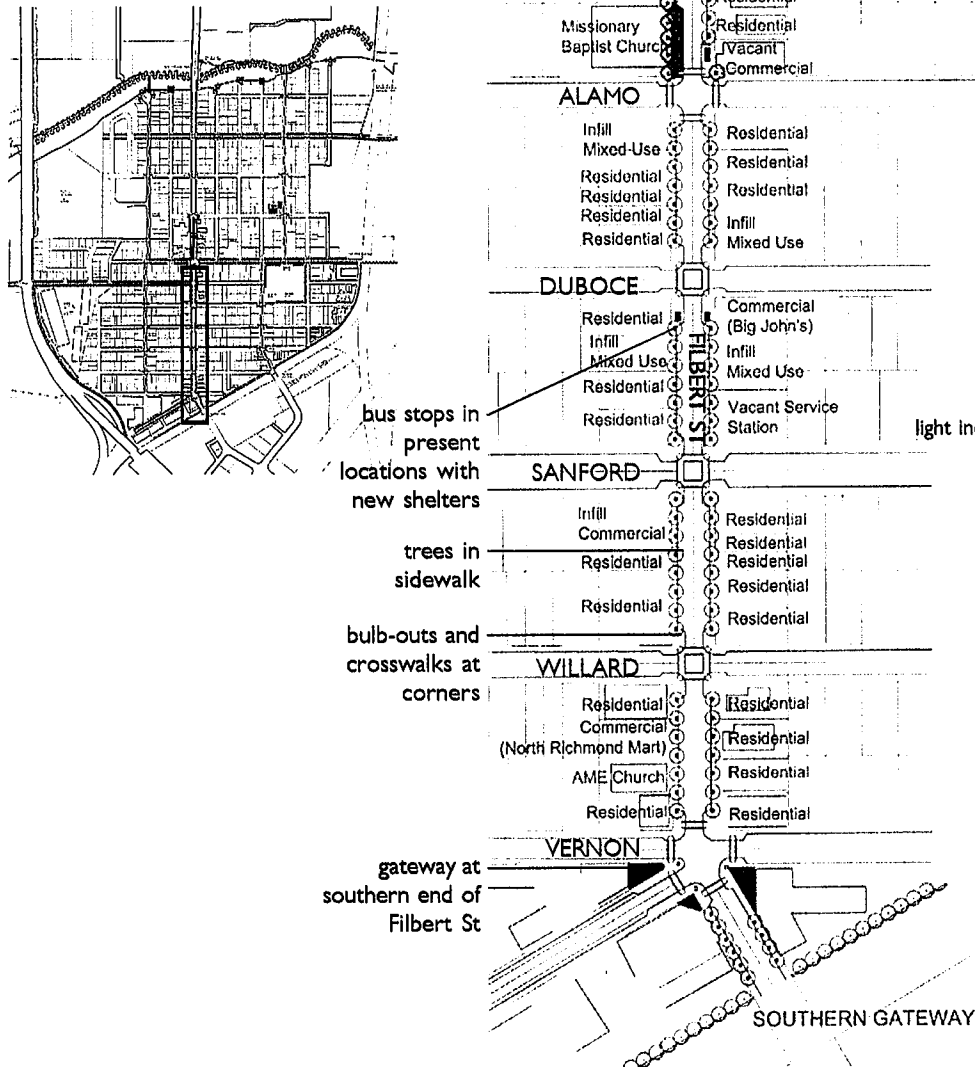
- A** 'Bradford Pear' trees are planted within the widened sidewalk at approx. 25' centers.
- B** At corner intersections sidewalks are bulbed out to narrow the cross walk distance and also to create a larger pedestrian area at street corners.
- C** Bus stops are retained in their present locations with new bus shelters.
- D** New street and pedestrian lighting at 35' - 45' spacing.

Gateway 'the archimedes screw'

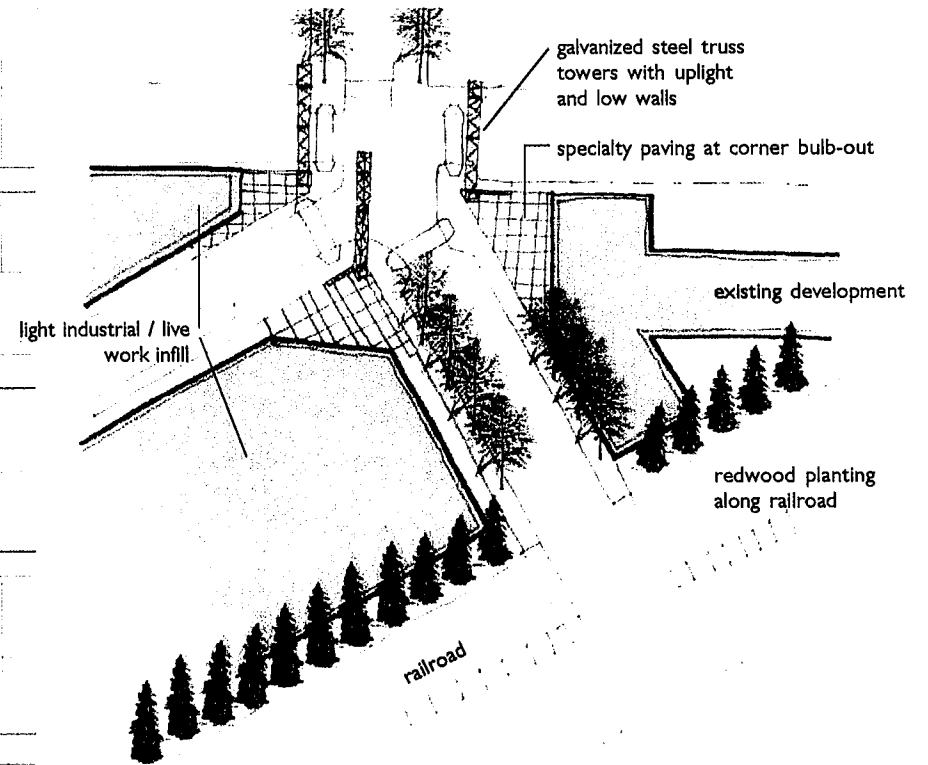
a large spiral of twisted metal mesh with a concrete base as part of bridge structure with uplighting within the structure to provide a dynamic entrance to North Richmond

STREETS

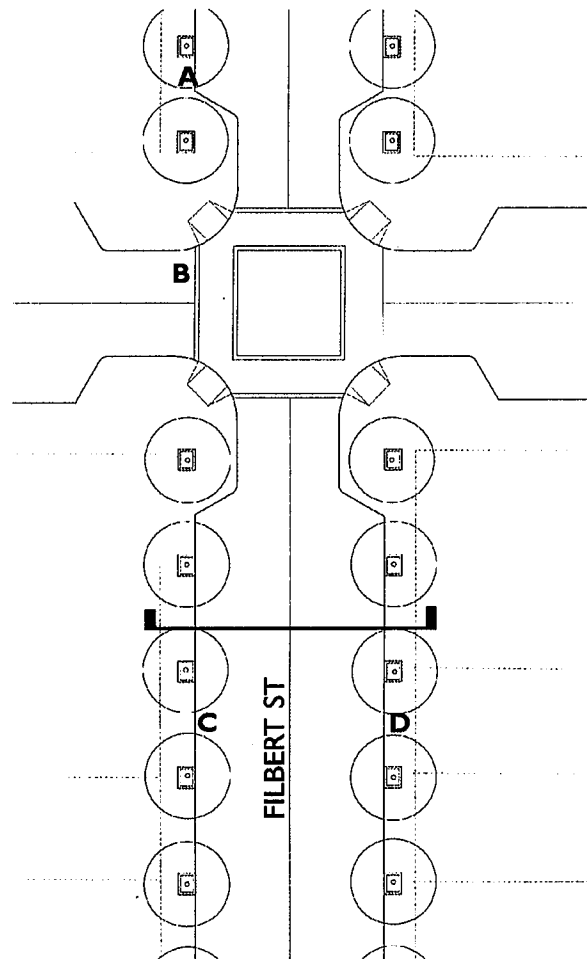
THIRD / FILBERT - LOWER END



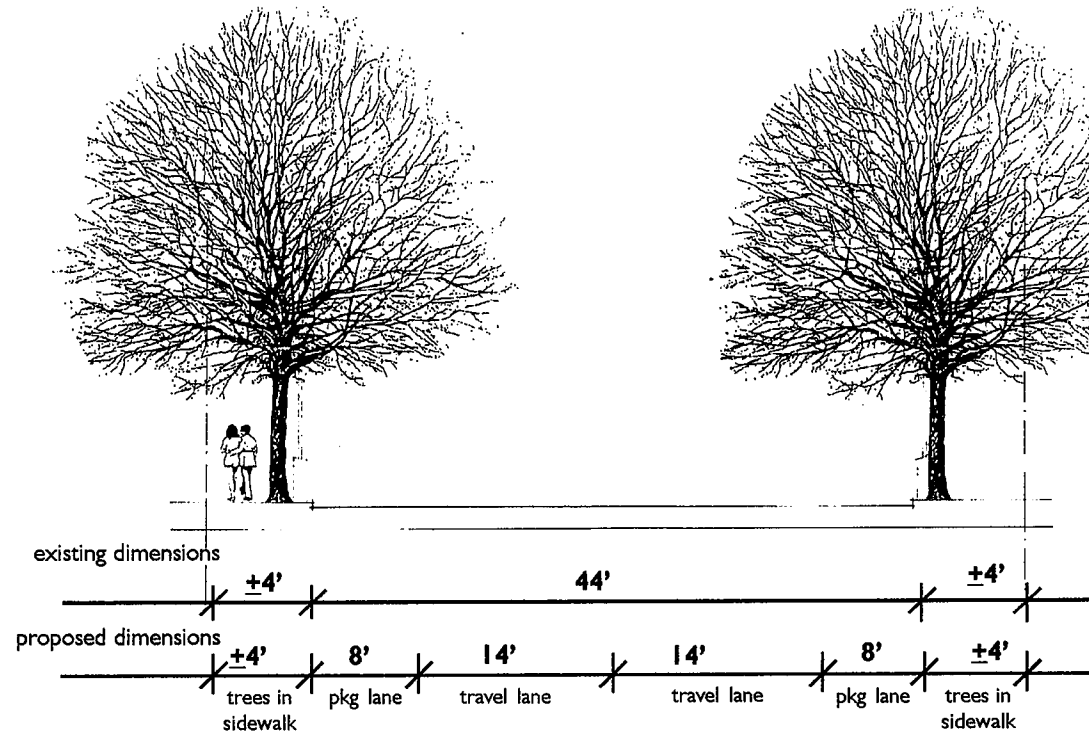
1 Plan of Lower Filbert Street



Plan of Gateway at the end of Filbert Street

STREETS**THIRD / FILBERT - LOWER END**

1 Detailed plan of Lower Filbert Street



Street Section

DESIGN PROPOSAL**Street**

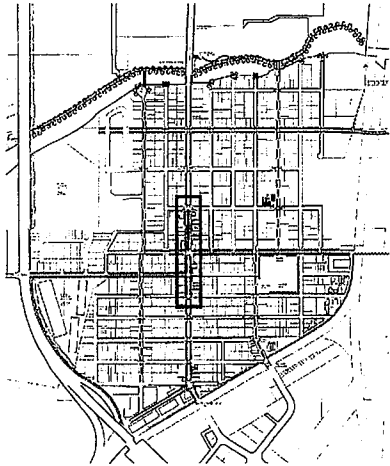
- A** 'Bradford Pear' trees are planted within the sidewalks at 25' centers, allowing sufficient space on the sidewalks for pedestrians to walk.
- B** At corner intersections sidewalks are bulbed out to narrow the cross walk distance and also to create a larger pedestrian area at street corners.
- C** Parking spaces are located alongside the curb on both sides of the street.
- D** Street and pedestrian lighting at 35' - 45' spacing.

Gateway at the southern end of Filbert St

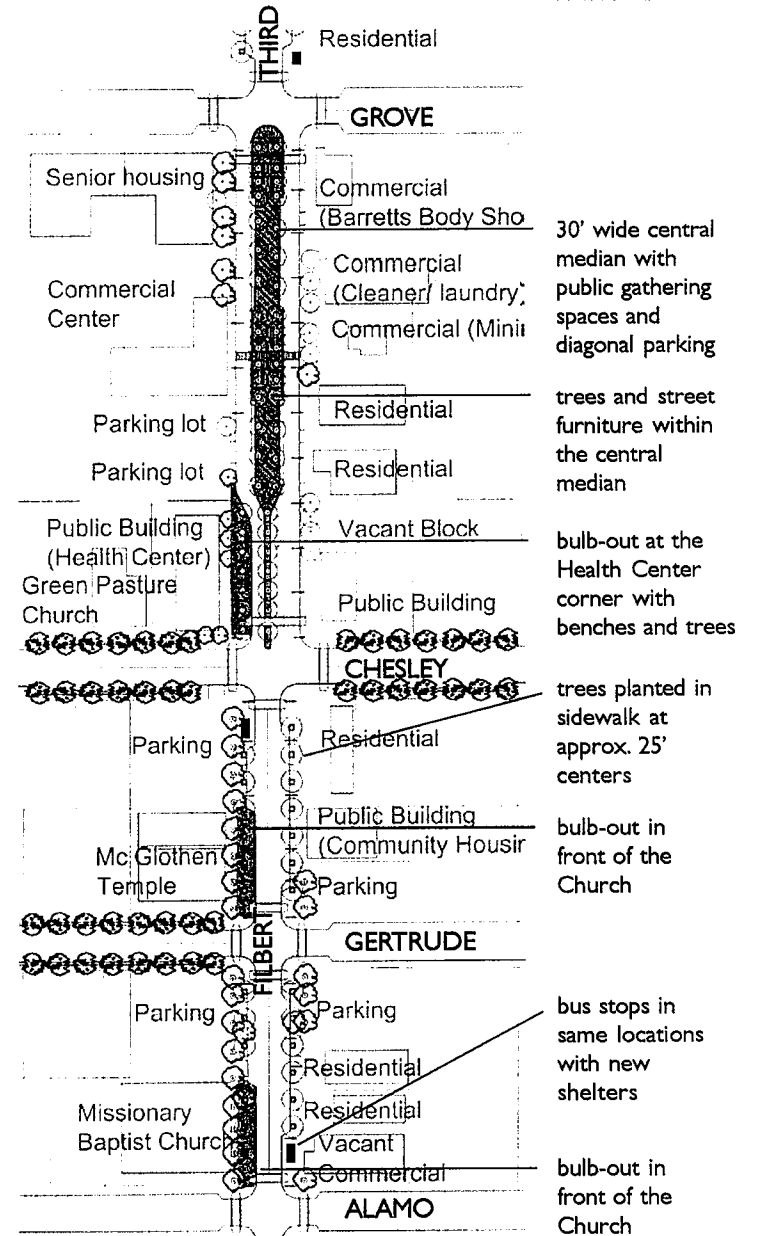
Light industrial and live work developments alongside the railway and Vernon St fill the vacant lots. 'Bradford Pear' trees in the sidewalks continue down Filbert street. Regularly planted Redwood trees line the railway to create a sound and visual barrier. Tall galvanized steel truss towers with uplights create a strong and vibrant visual marker at the corners of Vernon and and Filbert streets.

STREETS

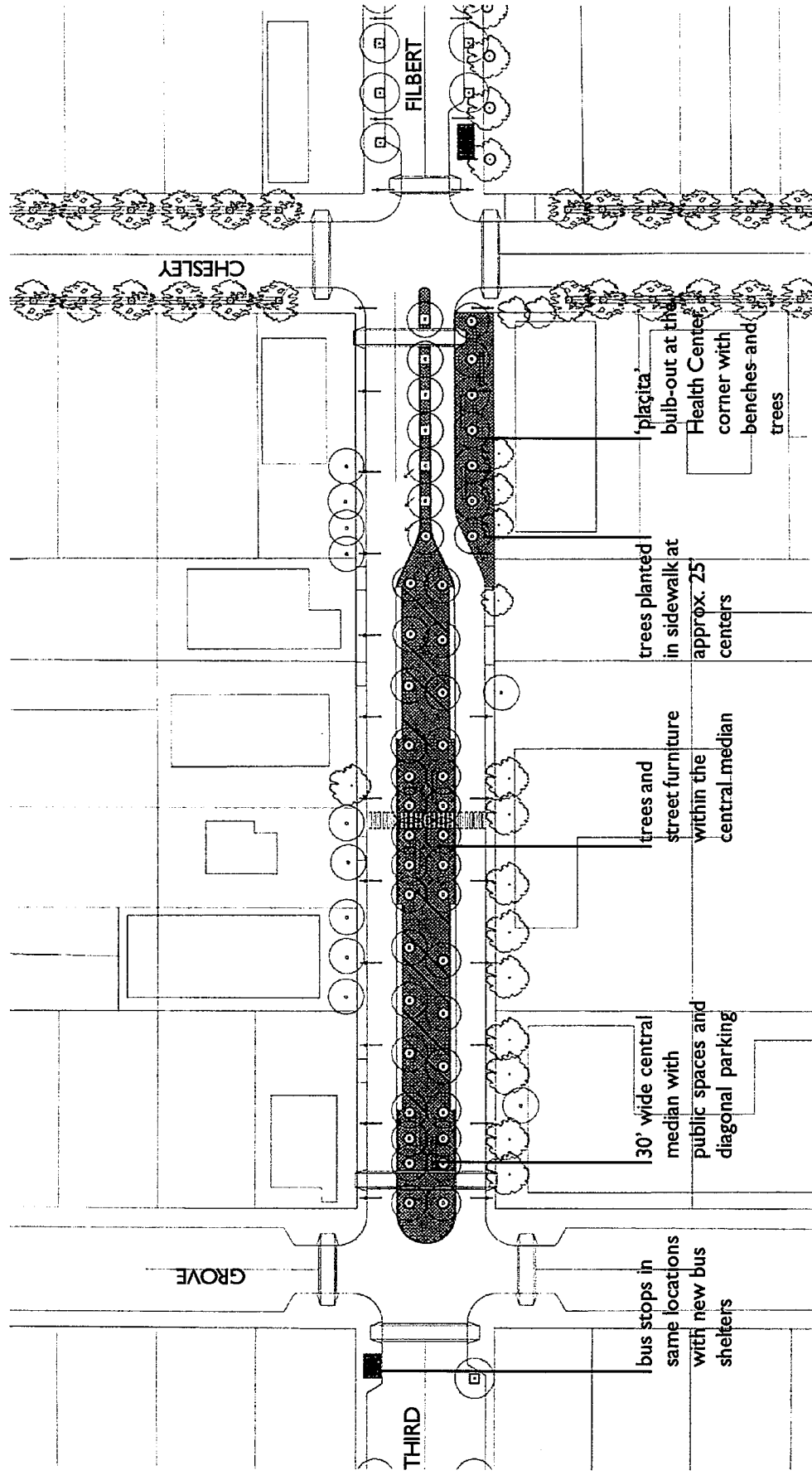
THIRD / FILBERT - NEIGHBORHOOD CENTER



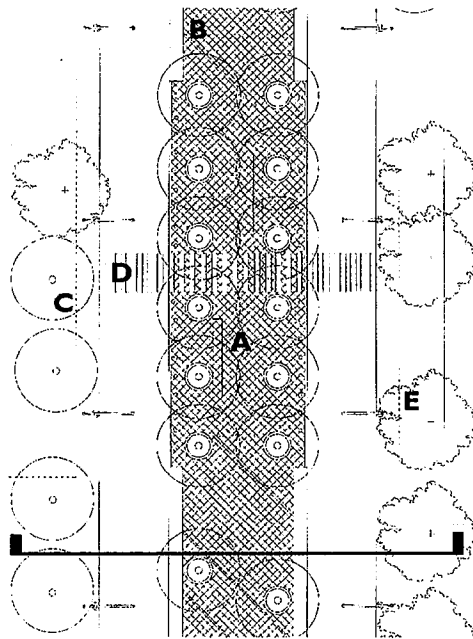
View looking north on Third St with central median, new lights, street furniture and trees



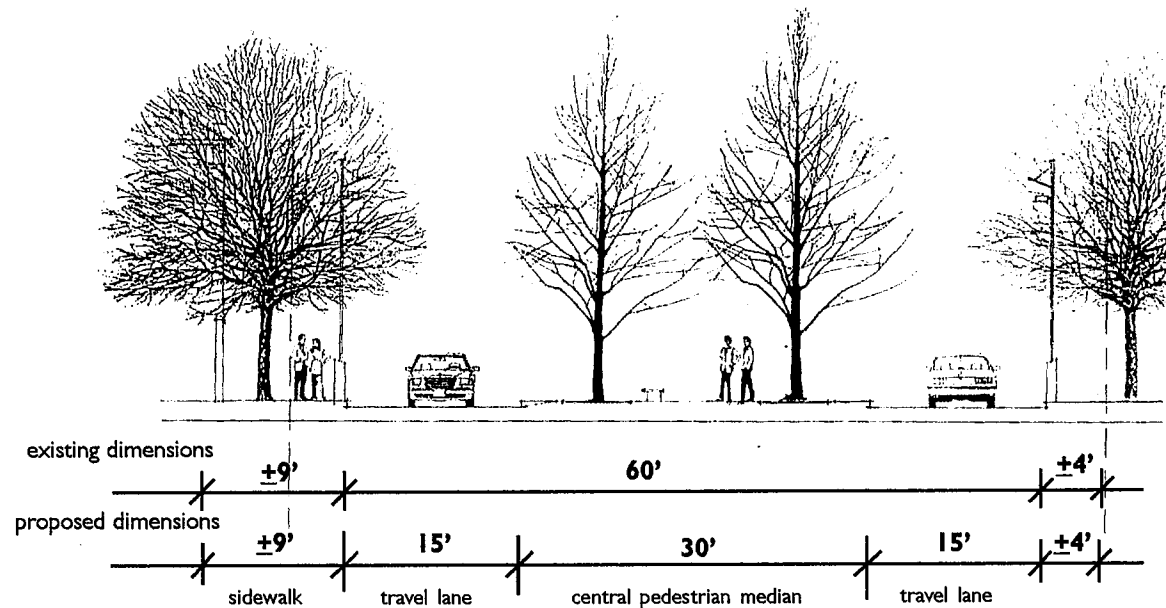
Plan of Third / Filbert - the Neighborhood Main Street



NEIGHBORHOOD CENTER
 Plan of Third / Filbert Street between Grove and Chesley Streets

STREETS**THIRD / FILBERT - NEIGHBORHOOD CENTER**

1 Plan of Median in Third Street



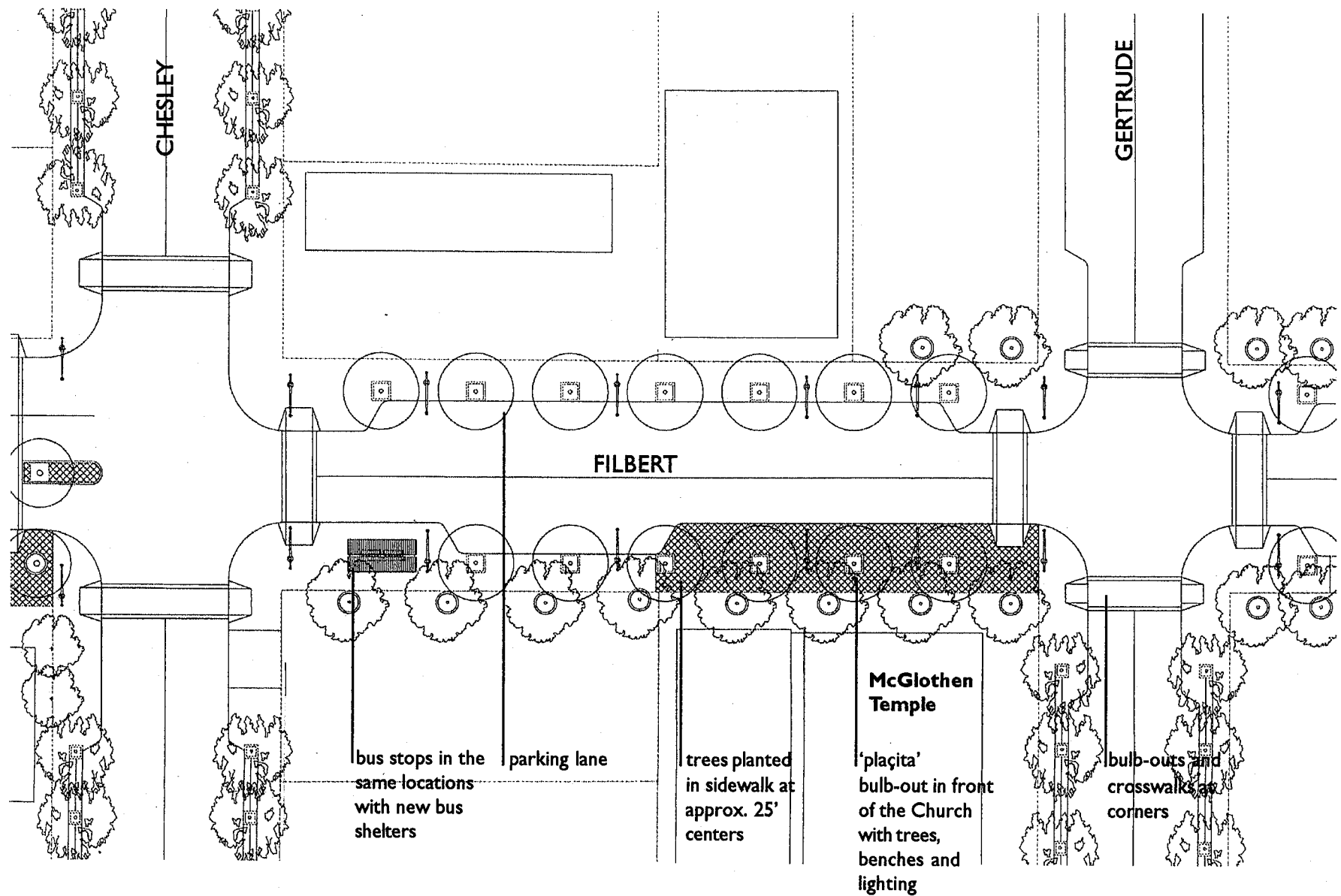
Median Section

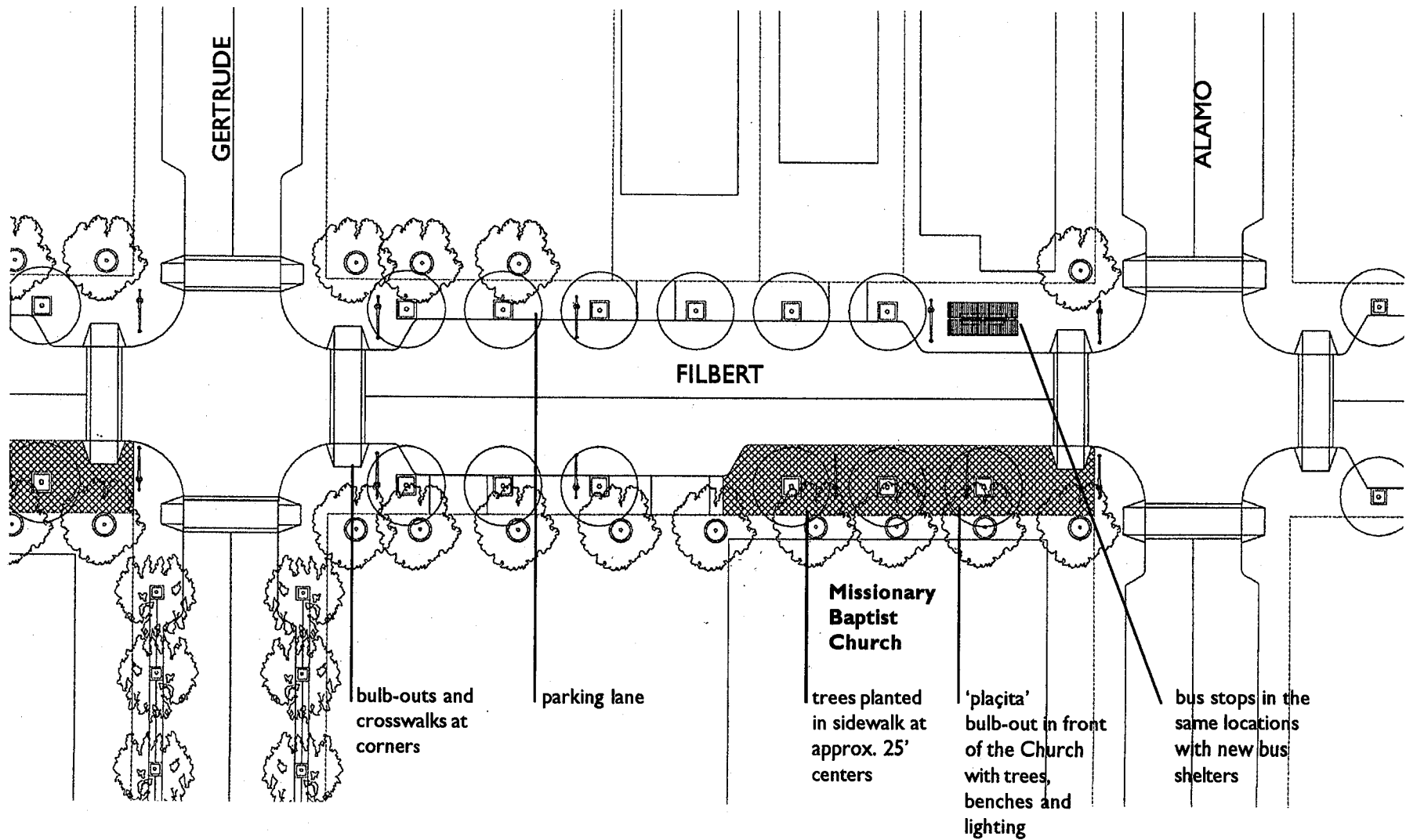
DESIGN PROPOSAL**Street**

A A central median 30' wide creates a major public space down the center of the street within the existing right of way. The median is divided into two different zones - public gathering spaces and parking spaces. In the center and at either end of the median are public plaza areas within which are benches and other street furniture. 'Idaho Locust' street trees are planted at 25' centers within this space and in the parking bays to define the area between the driving lane and the median. Parking occurs between each of these public plaza areas (**B**). Bulb-outs occur at the corners to create a narrower crosswalk. At the Health Center, the sidewalk bulbs out to create a public 'placita' with benches and pedestrian lighting. Street lighting is placed at 35'-45' spacing. (**E**)

C New trees are planted between existing trees on the inside of the property boundary to create a strongly defined tree lined street esdge and to shade the sidewalk.

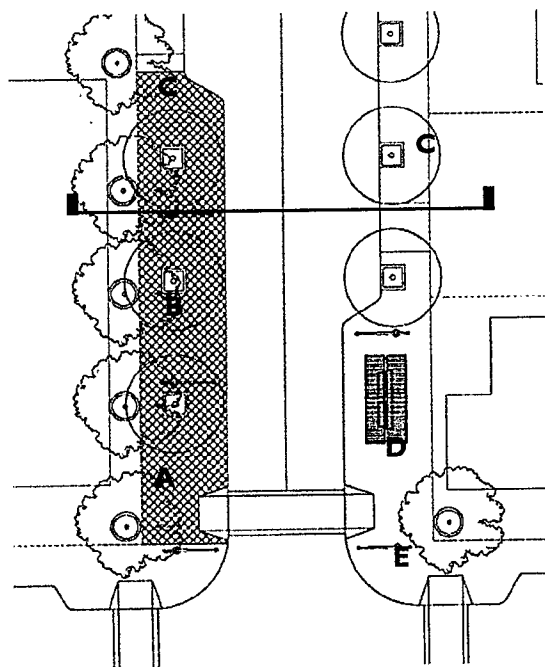
D Crosswalks are located between the public plaza spaces in the median and the existing sidewalks.

**NEIGHBORHOOD CENTER****Plan of Filbert Street between Chesley and Gertrude Avenues**

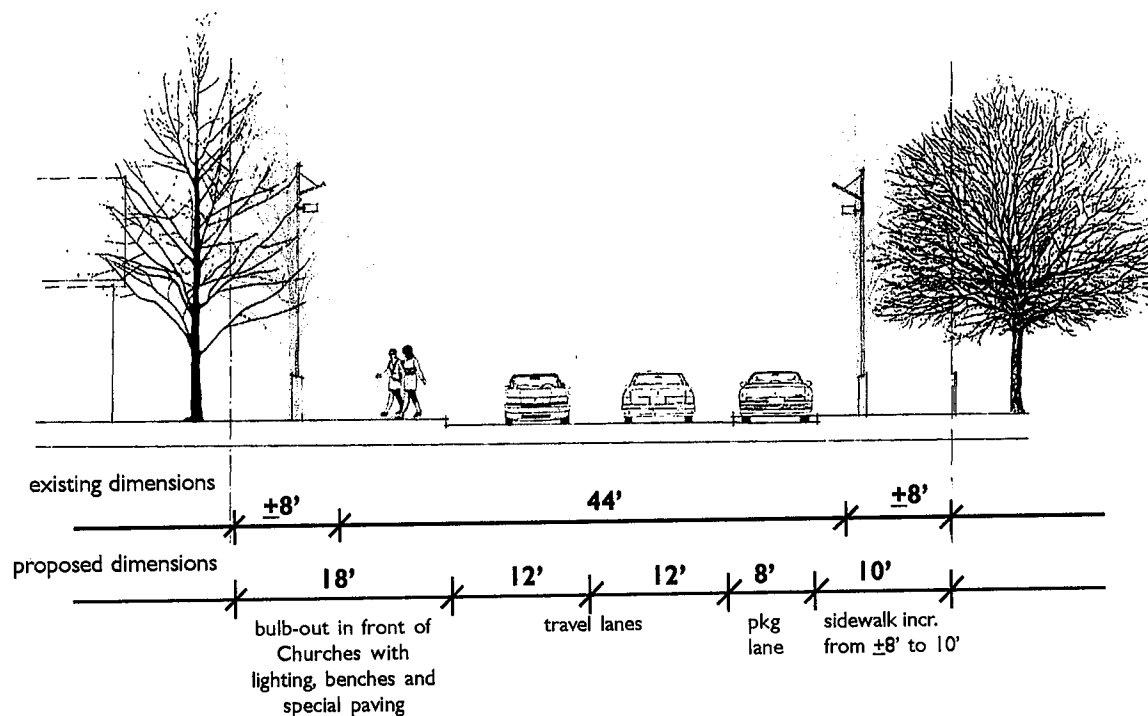
**NEIGHBORHOOD CENTER****Plan of Filbert Street between Gertrude and Alamo Avenues**

STREETS

THIRD / FILBERT - NEIGHBORHOOD CENTER



1 Plan of Upper Filbert Street



Street Section

DESIGN PROPOSAL

Street

A Bulb-outs occur at the corners to create a shorter crosswalk.

B At the Churches, the sidewalk bulbs out to create a public 'placita' with benches and pedestrian lighting.

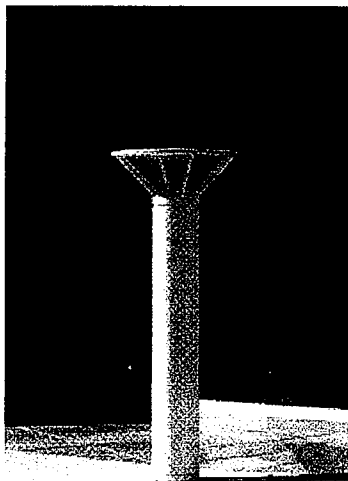
C New trees are planted in the placita and also in the sidewalk adjacent to the parking lane at approx 25' centers.

D Bus stops are retained in their present locations with new bus shelters.

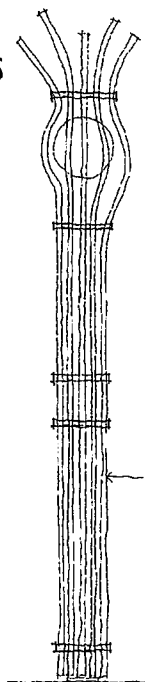
E Street and pedestrian lighting is spaced every 35'-45'.

STREETS

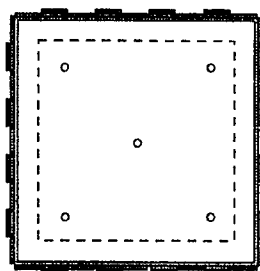
THIRD / FILBERT - SITE FURNISHINGS



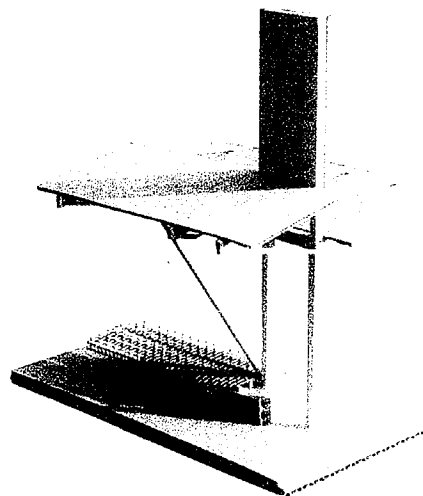
Downlight Bollard Luminaire
Bega Manufacturers



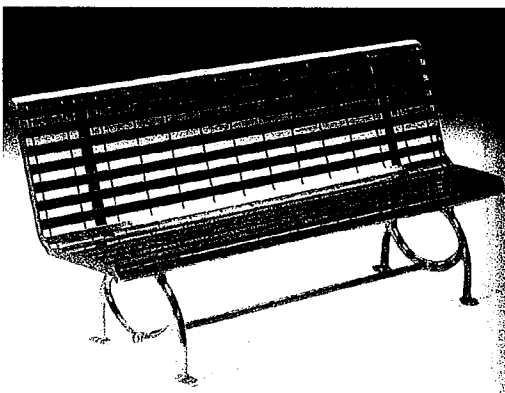
Galvanized Steel Light Hood Design



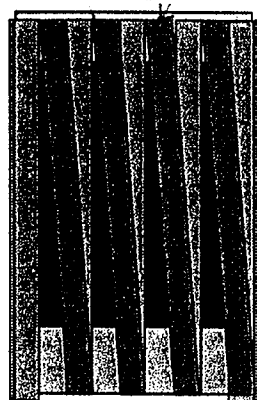
Plan
Galvanized Steel Trash Enclosure Hood Design



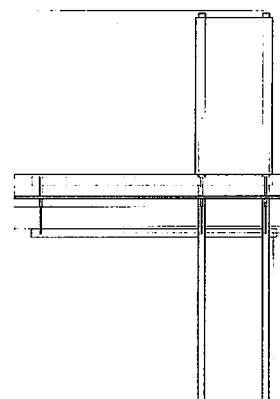
Model
Bus Shelter Hood Design



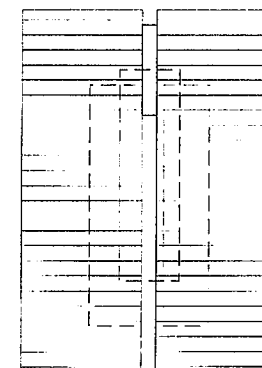
The Dream Bench
Ametco Manufacturers



Elevation
Galvanized Steel Trash Enclosure Hood Design



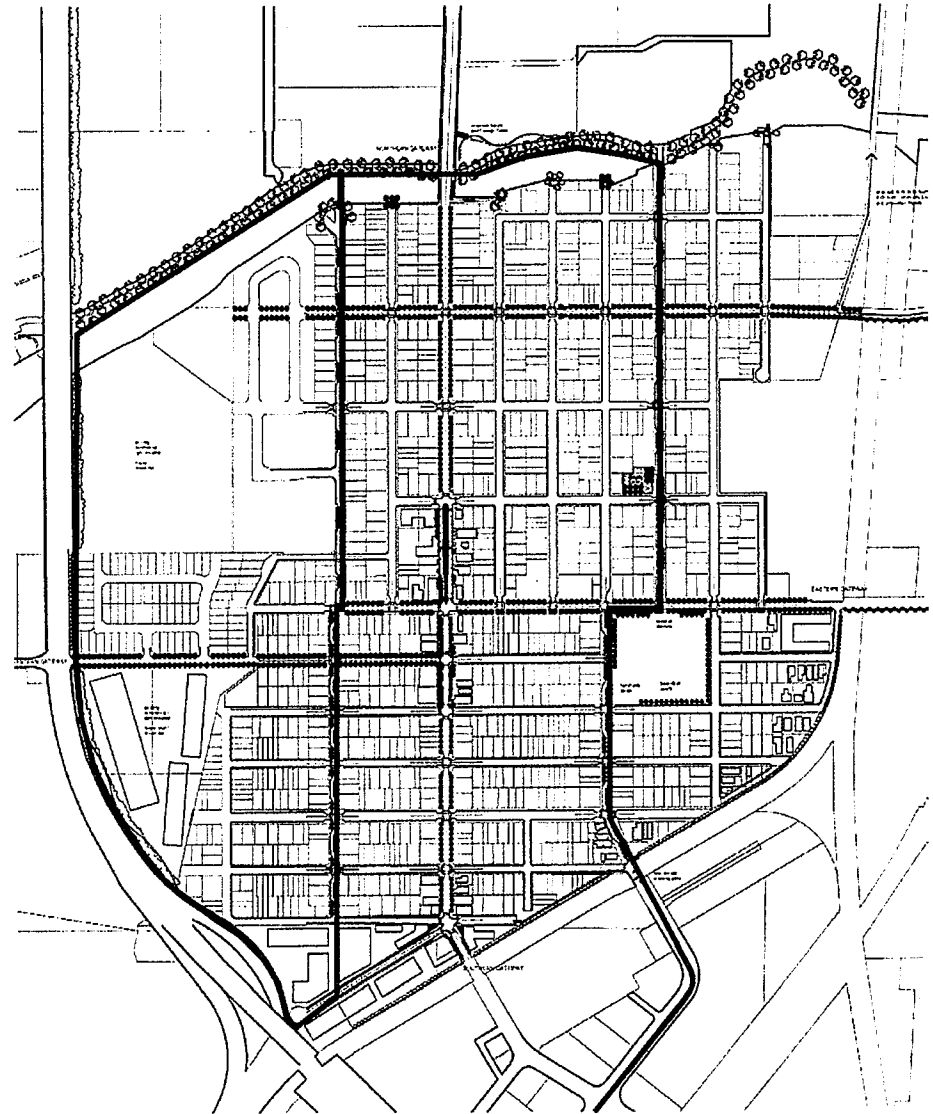
Elevation
Bus Shelter Hood Design



Roof Plan
Bus Shelter Hood Design

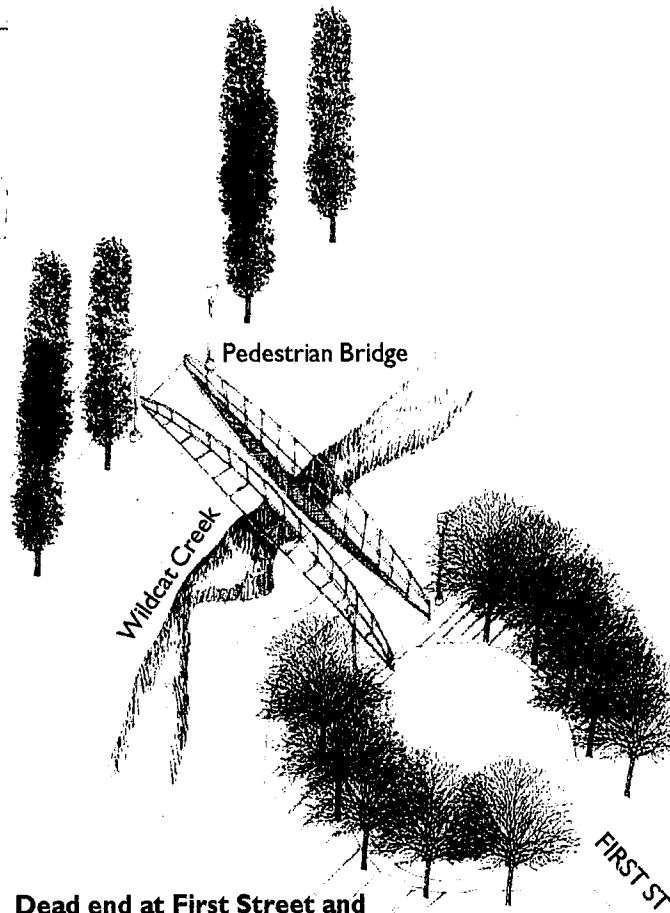
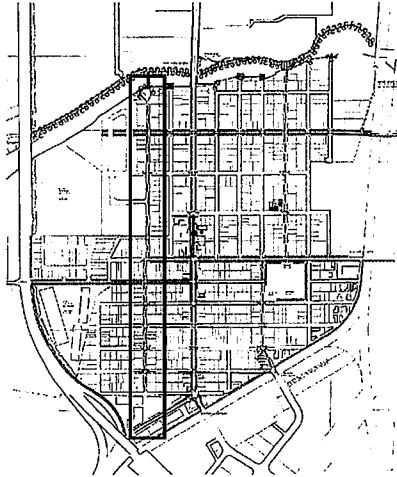
STREETS**SLOW****BIKE ROUTES**

Designated bike routes along the slow streets First, York, Giaramita and Kelsey connect to the Richmond Parkway, the bike path along the Wildcat Creek and to the greater Richmond area. The bike routes along the slow streets share right of way with vehicles. This is not unusual in the Bay Area in situations where there is limited curb to curb width.

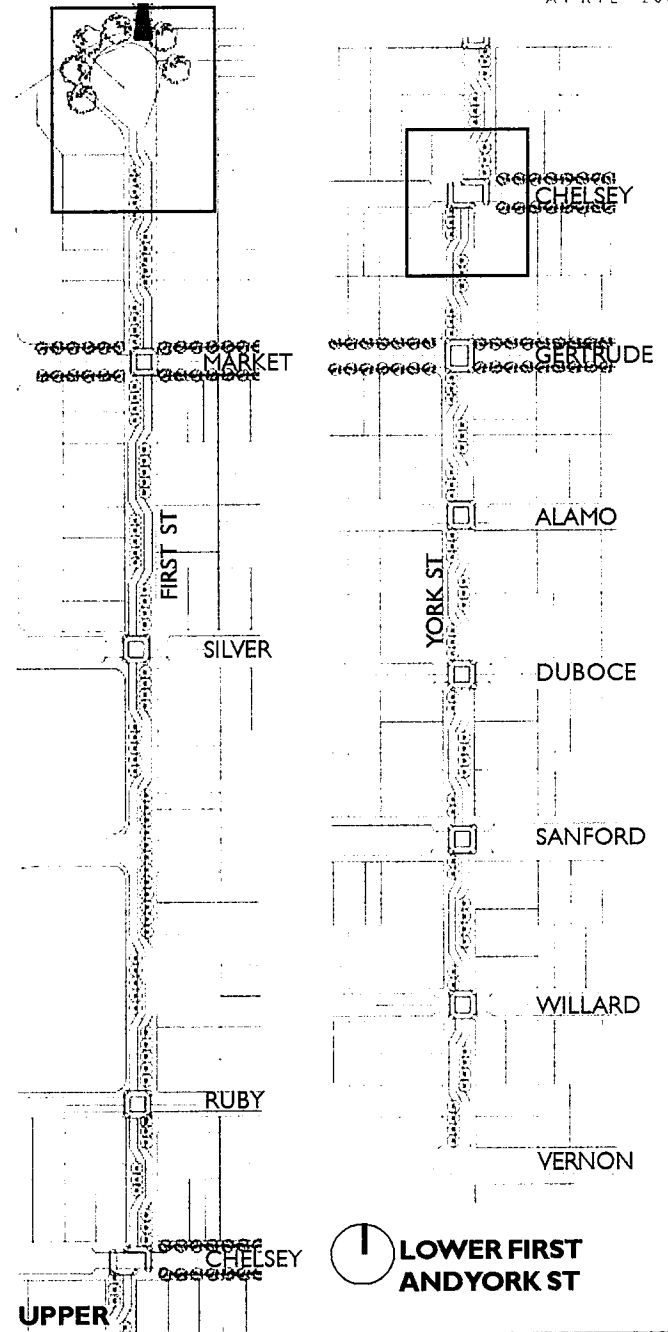
**BIKE PATH ROUTE THROUGH NORTH RICHMOND**

STREETS

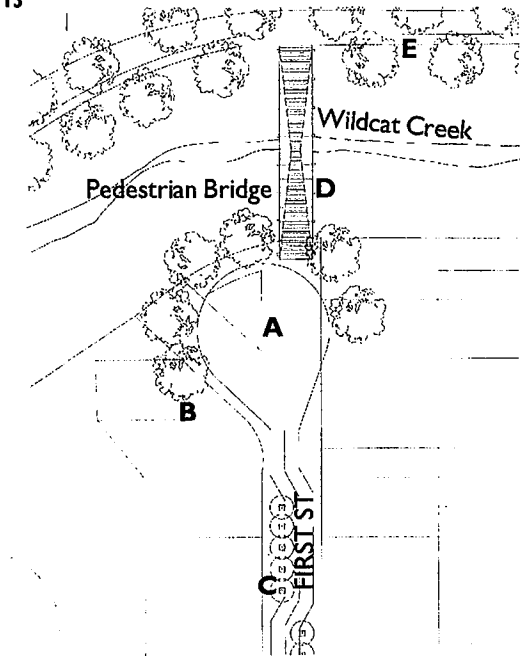
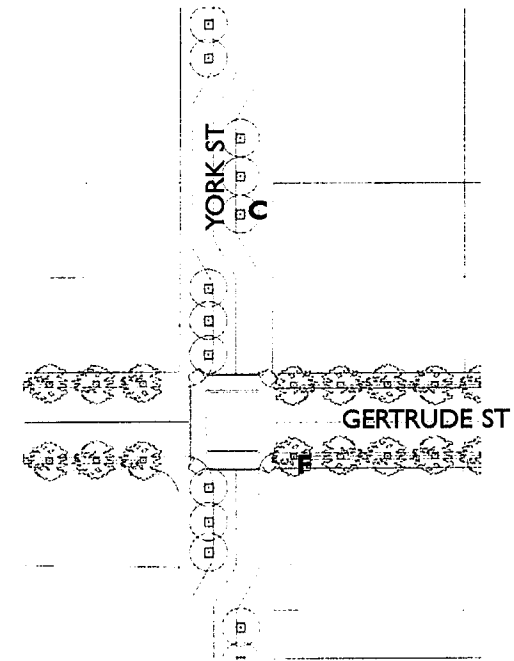
SLOW - FIRST AND YORK STREETS



Dead end at First Street and Wildcat Creek



1 LOWER FIRST AND YORK ST

STREETS**SLOW - FIRST AND YORK STREETS****Dead end at First Street and Wildcat Creek****Typical corner at York and Gertrude St****DESIGN PROPOSAL****Street**

A Cul de sacs at the ends of streets with new tree planting to accentuate the connection to Wildcat Creek (**B**)

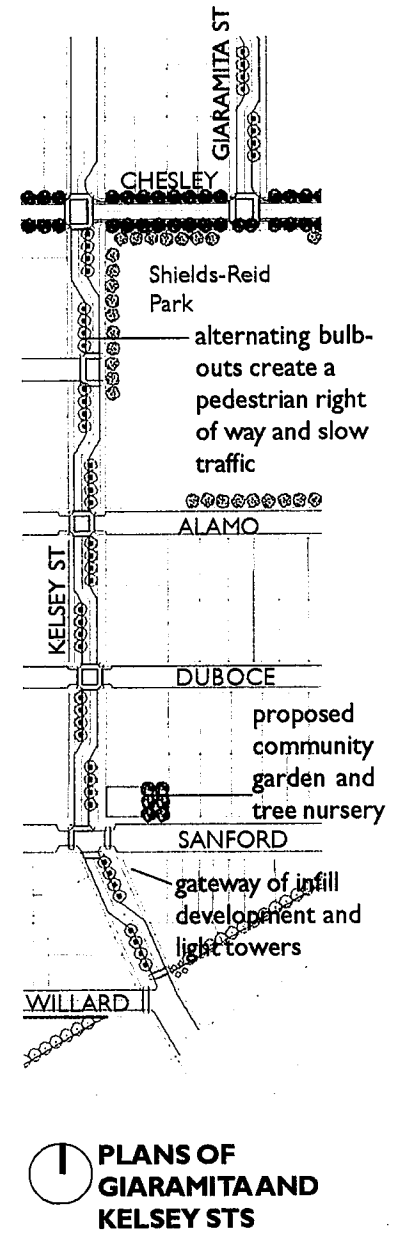
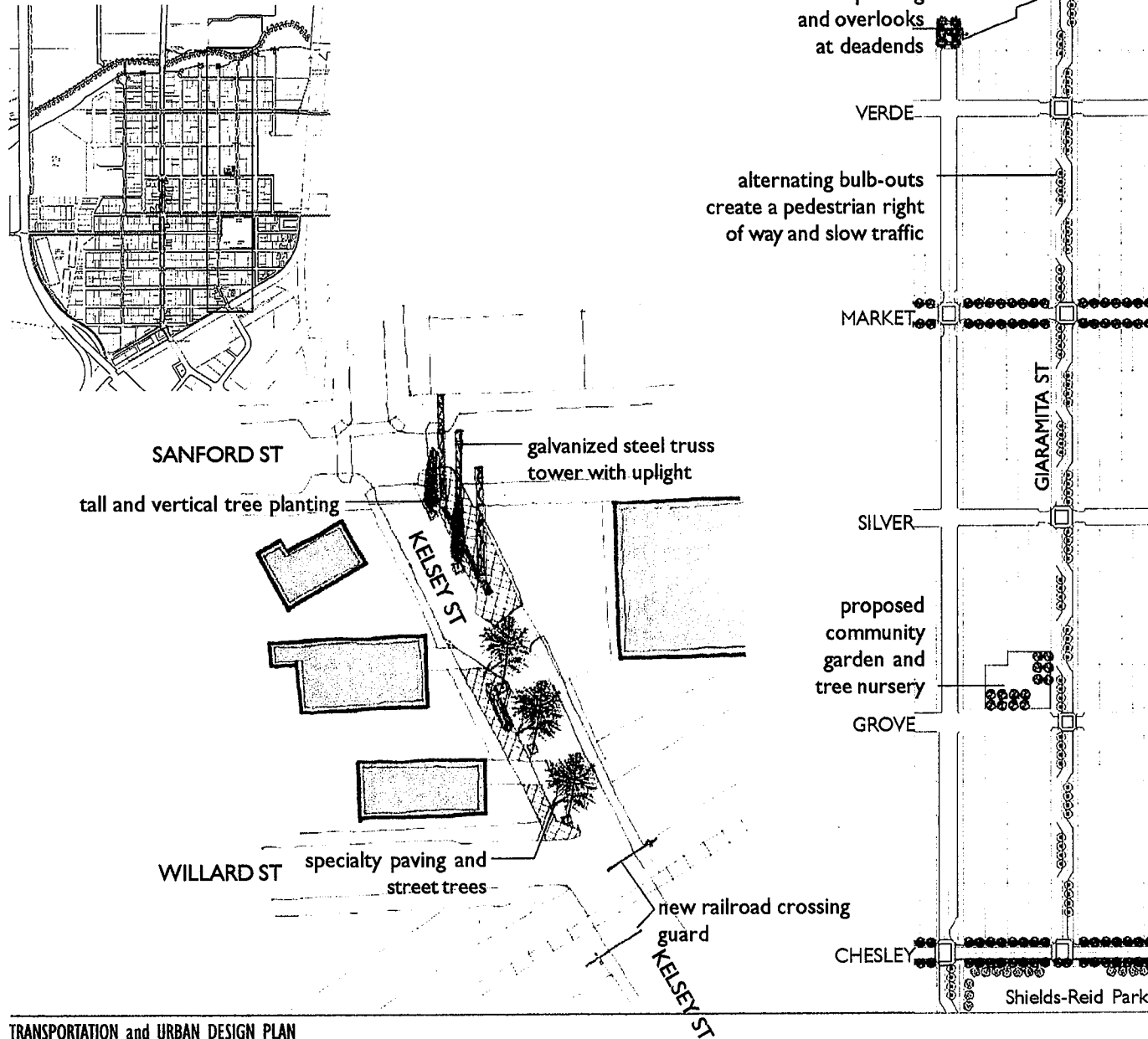
C Alternating bulb-outs create pedestrian right of way with tree planting and new lights on existing poles.

D Bridge at Wildcat Creek for crossing to Wildcat Creek Regional Trail which has new tall tree planting (**E**) that acts as a location marker for the community.

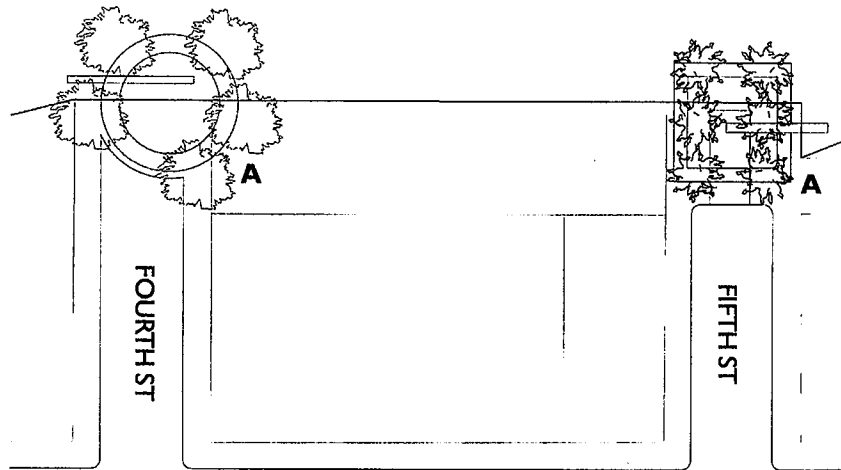
F Bulb-outs and crosswalks at corners

STREETS

SLOW - GIARAMITA AND KELSEY STREETS



PLANS OF GIARAMITA AND KELSEY STS

STREETS**SLOW - GIARAMITA AND KELSEY STREETS**

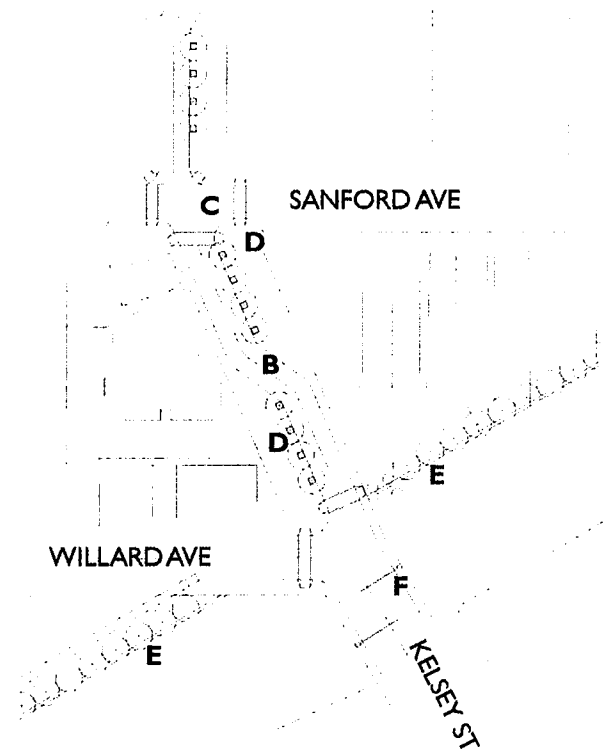
I Dead end at Fourth and Fifth Streets and Wildcat Creek

DESIGN PROPOSAL**Street**

- A** Tree planting and outlooks over Wildcat Creek at deadend streets.
- B** Alternating bulb-outs create pedestrian right of way and also slow down traffic.
- C** Bulb-outs and crosswalks at corners.

Gateway

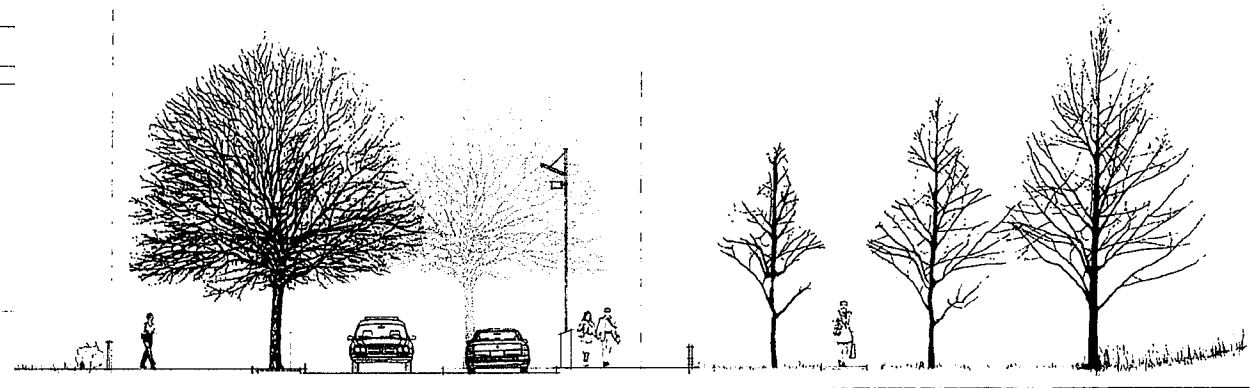
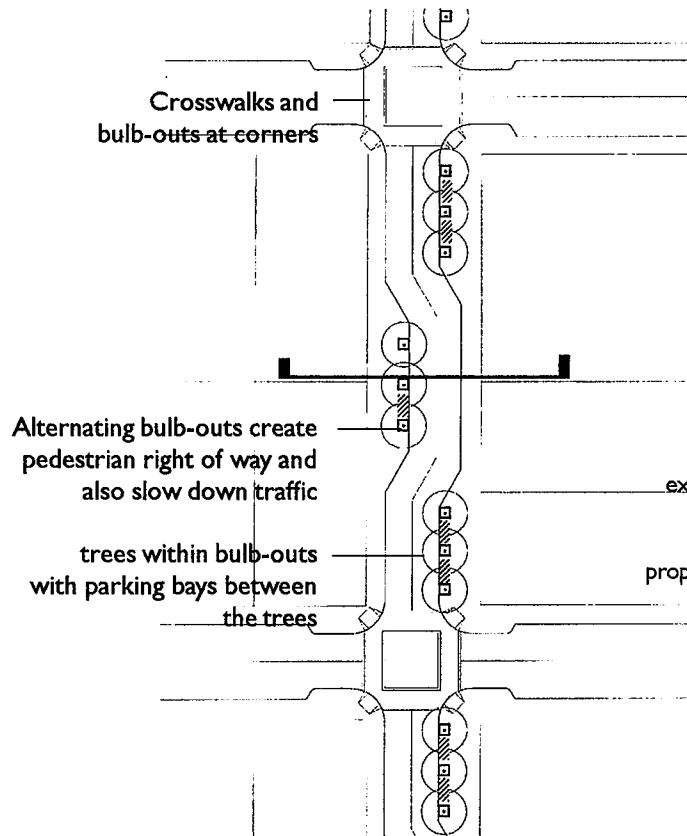
- D** Vertical tree planting along Kelsey St, specialty paving and lit steel towers provide a gateway into the neighborhood.
- E** Planting and soundwall along the railway ameliorate the visual and noise impact of the railway.
- F** New gates for the railroad.



I Kelsey St Gateway at railroad crossing

STREETS

SLOW - GIARAMITA AND KELSEY STREETS



existing dimensions

proposed dimensions

alternating bulb-outs serve to slow down traffic and provide areas for trees to be planted. parking occurs between trees.

travel lanes

sidewalk

vacant lot

community garden

Slow Street Section

1 Typical Plan of a Slow Street

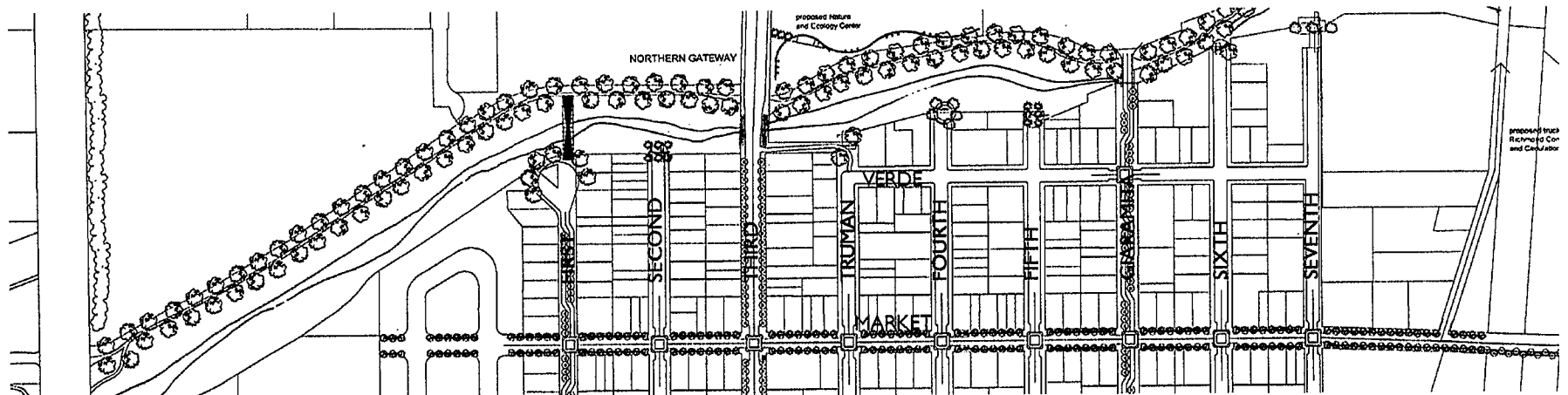
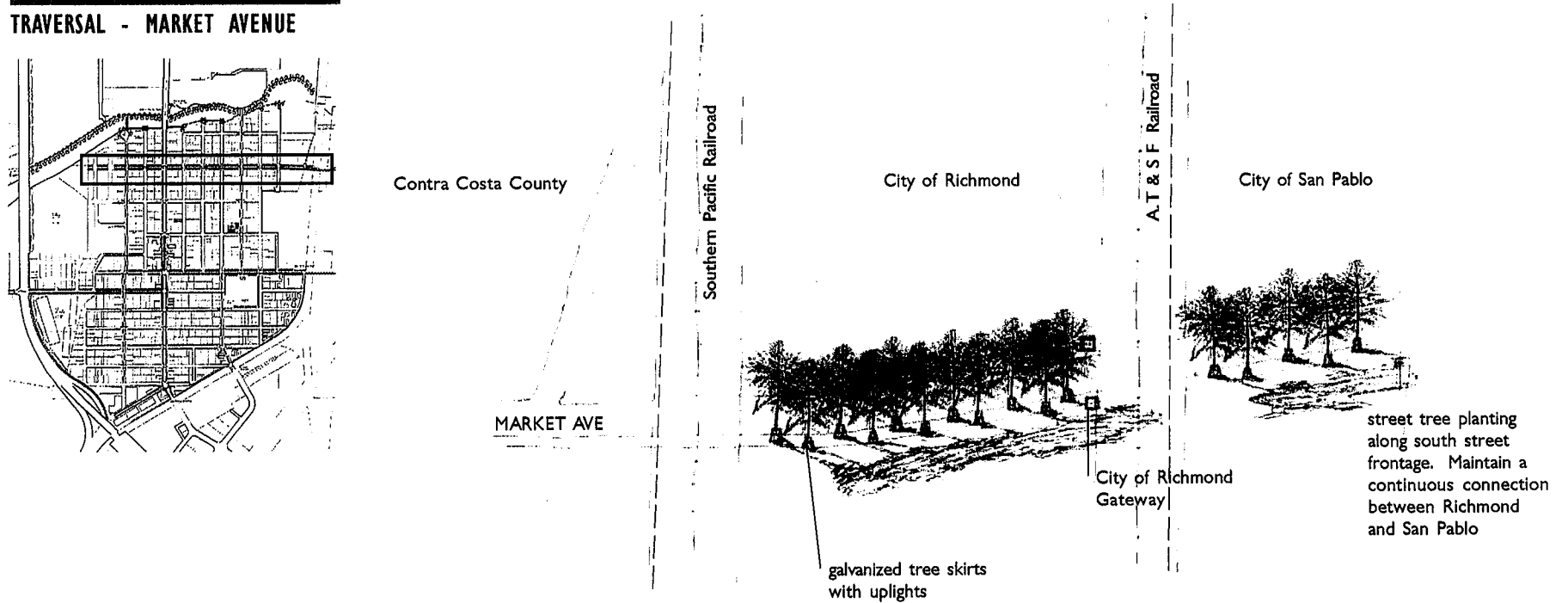
DESIGN PROPOSAL

Temporary Garden / Infiltration yards

Vacant lots can temporarily become gardens for the community and also infiltration yards to ameliorate issues associated with run-off. These yards could also be nurseries for growing street trees.

STREETS

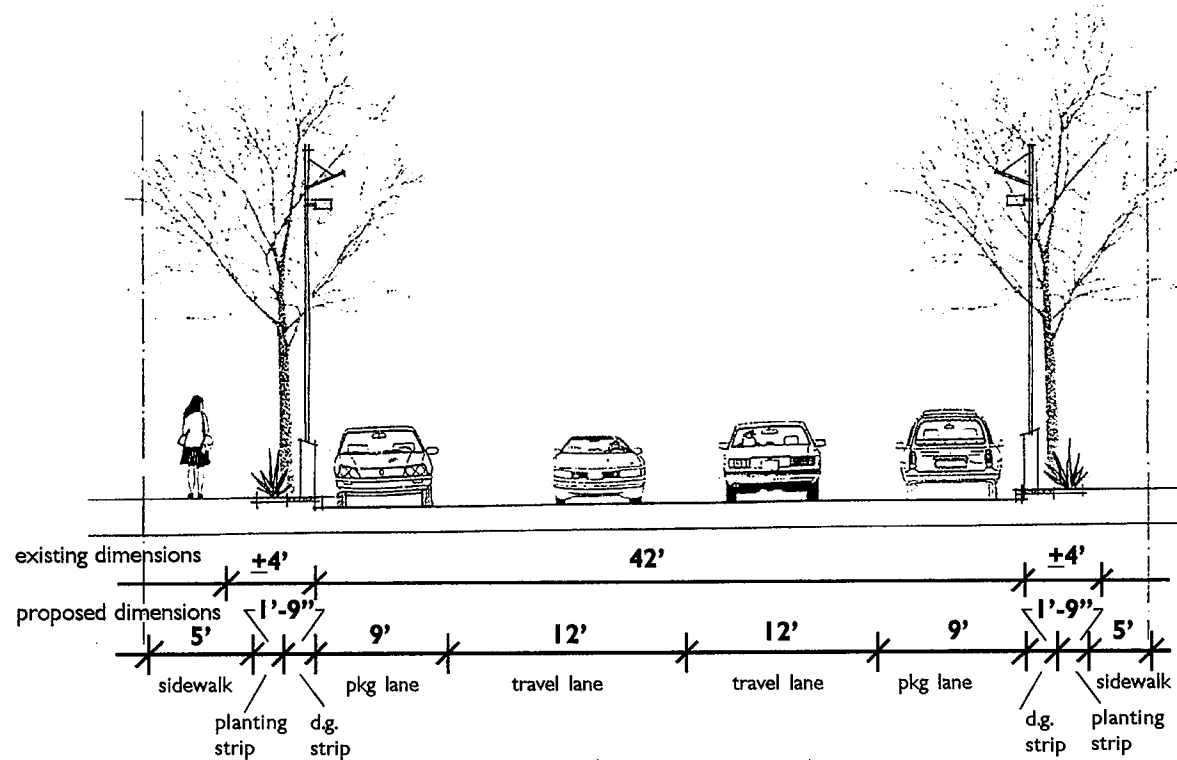
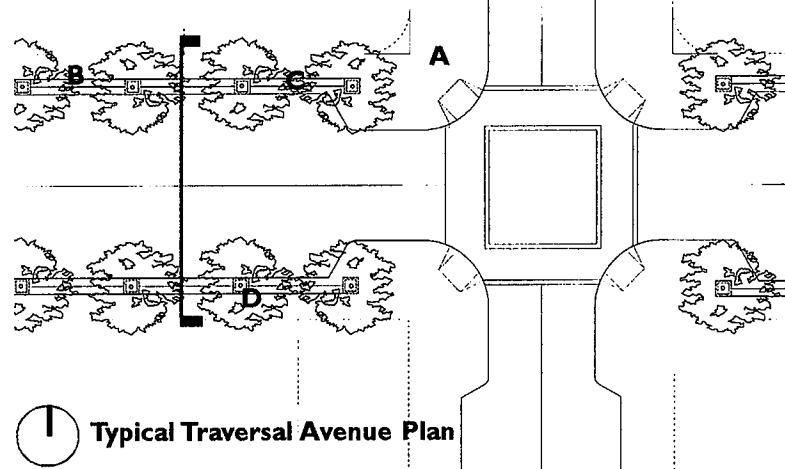
TRAVERSAL - MARKET AVENUE



1 Plan of Market Avenue

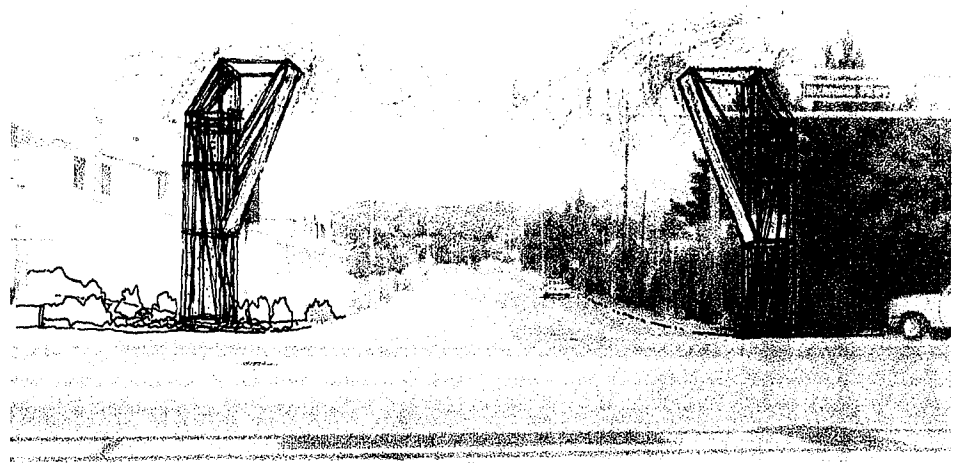
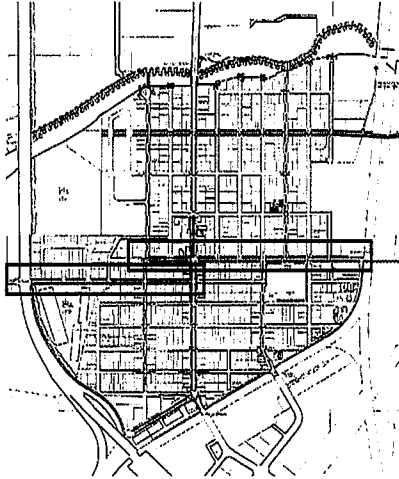
STREETS**TRAVERSAL - MARKET AVENUE****DESIGN PROPOSAL****Street****A** Crosswalks and bulb-outs at corners.**B** New street and pedestrian lighting at 35' - 45'.**C** Planting strip adjacent to the parking lane.**D** Flowering Plum street tree planting in the sidewalks.**Gateway**

The Gateway to North Richmond is composed of street tree planting along the southern street frontage maintaining a continuous connection between Richmond and San Pablo. The trees have galvanized tree skirts with uplights creating a dynamic entry to the neighborhood.

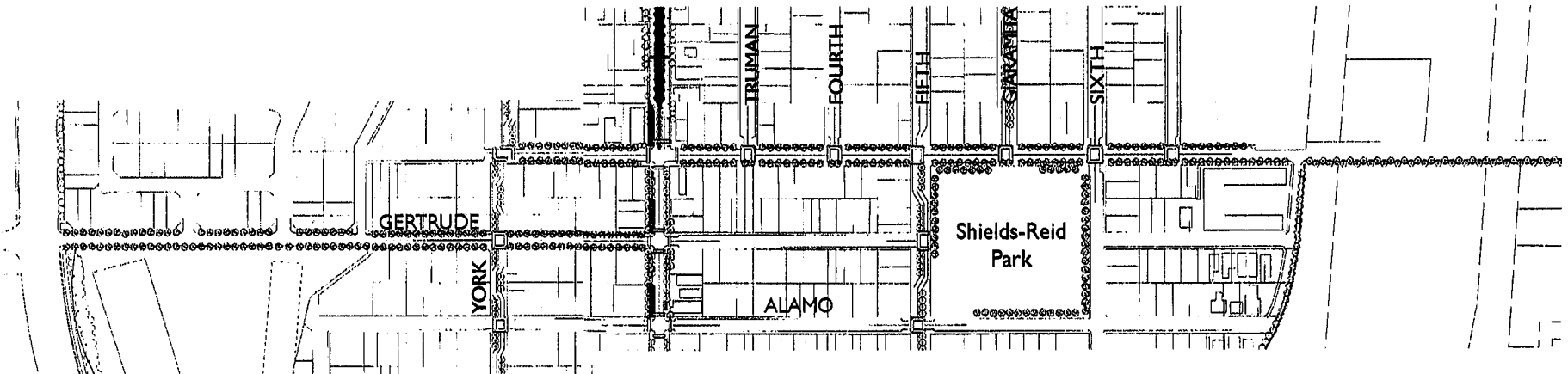
**Market Avenue Section****Typical Traversal Avenue Plan**

STREETS

TRAVERSAL - GERTRUDE/CHESLEY AVENUES



Gateway at Gertrude Ave and the Richmond Parkway



Plan of Gertrude / Chesley Avenues

STREETS

TRAVERSAL - GERTRUDE AVENUE

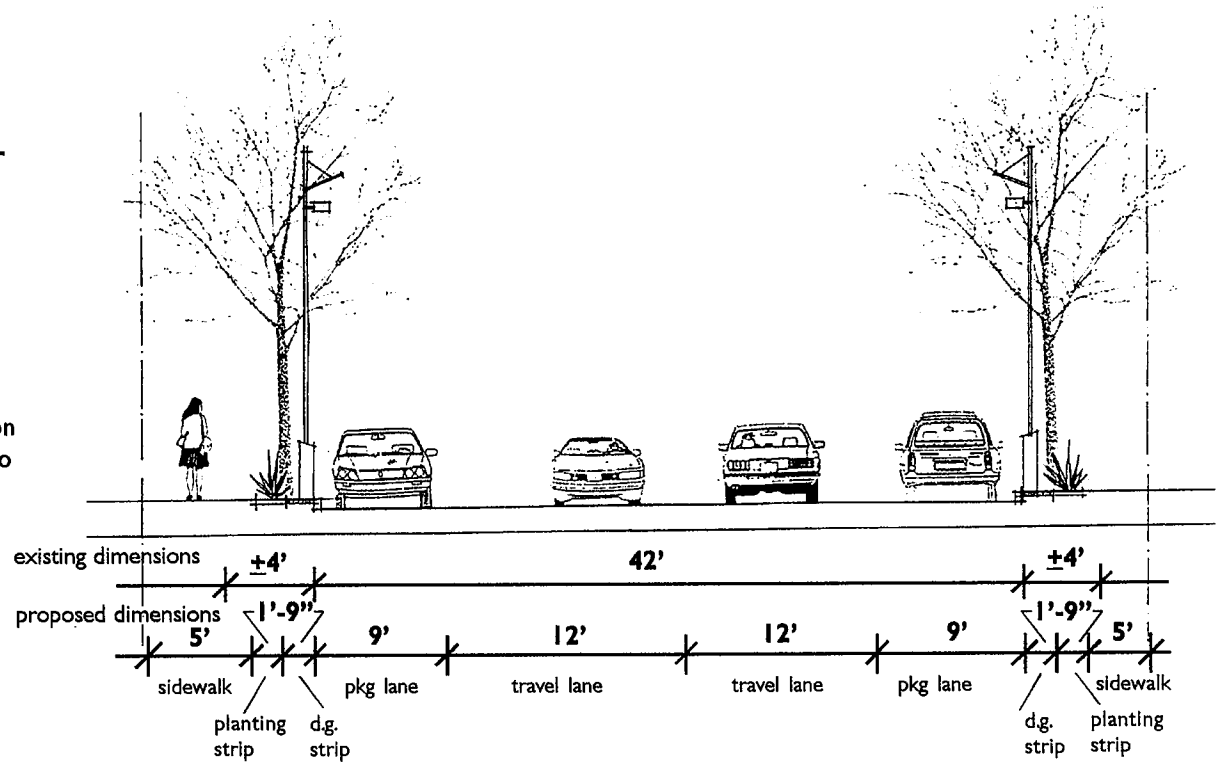
DESIGN PROPOSAL

Street

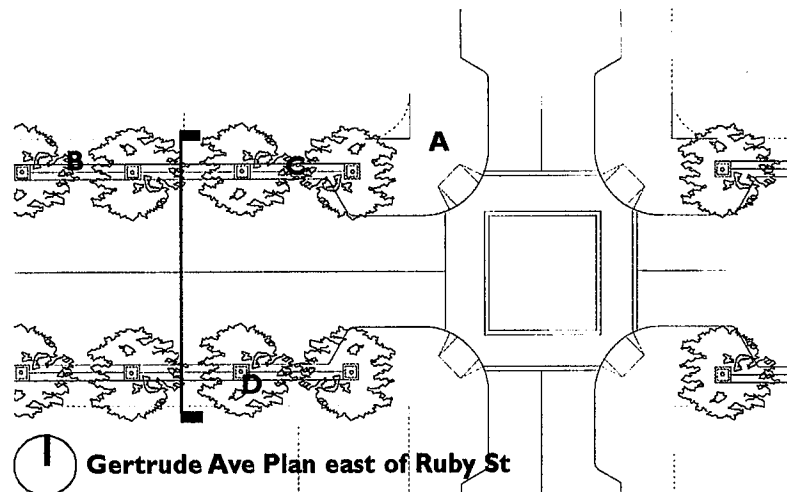
- A** Crosswalks and bulb-outs at corners.
- B** New street and pedestrian lighting.
- C** Planting strip adjacent to the parking lane.
- D** Flowering Plum street tree planting in the side-walks.

Gateway

Tall industrial gateway structures at the intersection of Gertrude and parkway pronounce the entry into North Richmond. The structures use lighting and color to create a dynamic entry point.



Gertrude Ave Section



Gertrude Ave Plan east of Ruby St

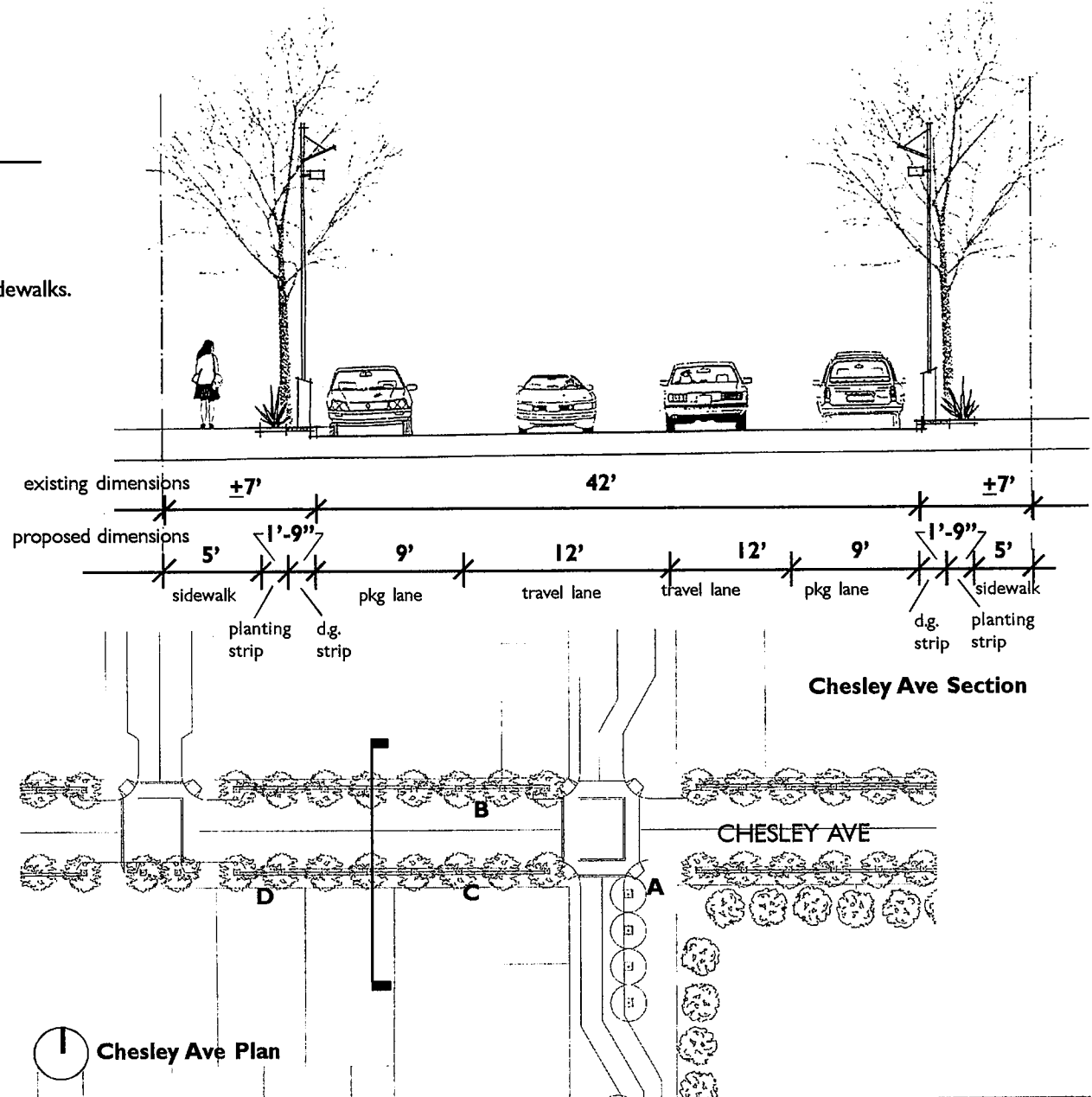
STREETS

TRASVERSAL - CHESLEY AVENUE

DESIGN PROPOSAL

Street

- A** Crosswalks and bulb-outs at corners.
- B** New street and pedestrian lighting.
- C** Planting strip adjacent to the parking lane.
- D** Flowering Plum street tree planting in the sidewalks.



VACANT YARDS

TEMPORARY INFILTRATION LOTS

DESIGN PROPOSAL

Street

A Alternating bulb-outs create a pedestrian right of way and also slow traffic

B Trees are planted in the bulb-outs at approx. 50' centers.

C Parking occurs between the trees within the bulb-out

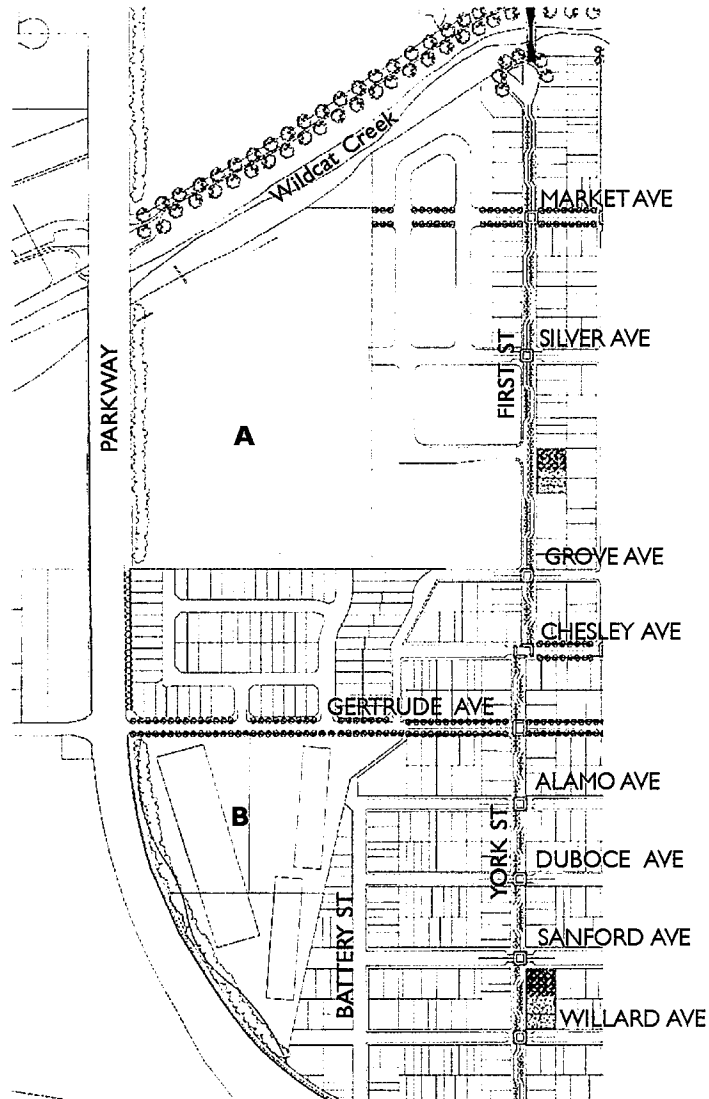
Infiltration

D Vacant yards in the appropriate locations can temporarily aid the infiltration of excess groundwater. Gardens and community parks can be created to provide an important and dynamic community amenity.

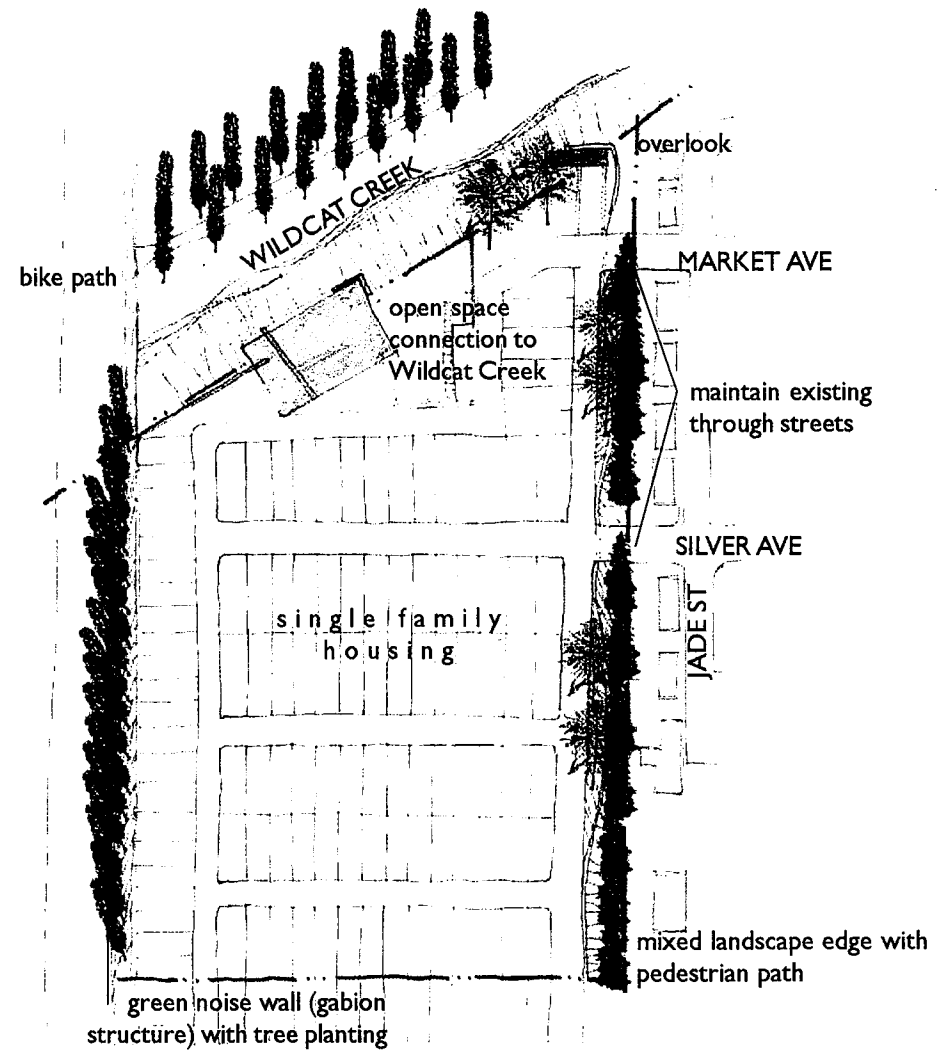


BUFFERS

WESTERN EDGE



1 Plan of Western Buffer at Parkway



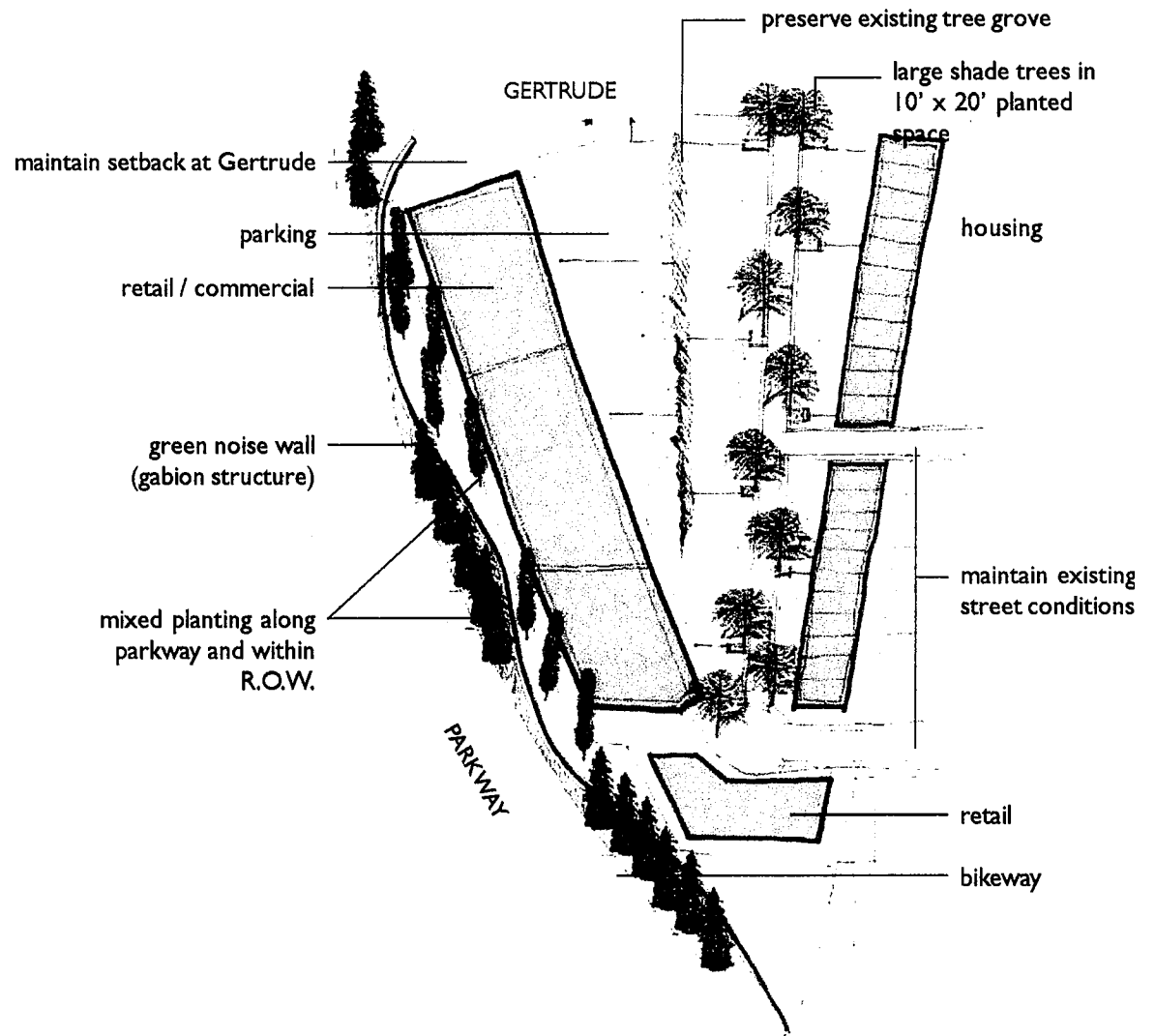
A - Conceptual Site Plan
Buffer and Infill treatment adjacent to Wildcat Creek and the Parkway

B U F F E R S**WESTERN EDGE****DESIGN PROPOSAL****Gateway**

Evergreen planting along the Parkway slope and along the edge of Union Pacific Railroad create not only a visual and sound barrier to ameliorate the impacts of the railway and the Parkway but also create a green Gateway into the neighborhood of North Richmond.

Infill

Light industrial/commercial and housing infill development at between Richmond Parkway and Gertrude Ave provides opportunity to attract large scale commercial/retail uses. Richmond Parkway provides vehicular access from the surrounding neighborhoods, limiting the impact of traffic through the local neighborhood. The opportunity exists for housing to be built along the eastern neighborhood border that would mitigate the land use transition from residential to retail/commercial.



B - Buffer and Infill treatment adjacent the southern end of the Richmond Parkway

EASTERN EDGE



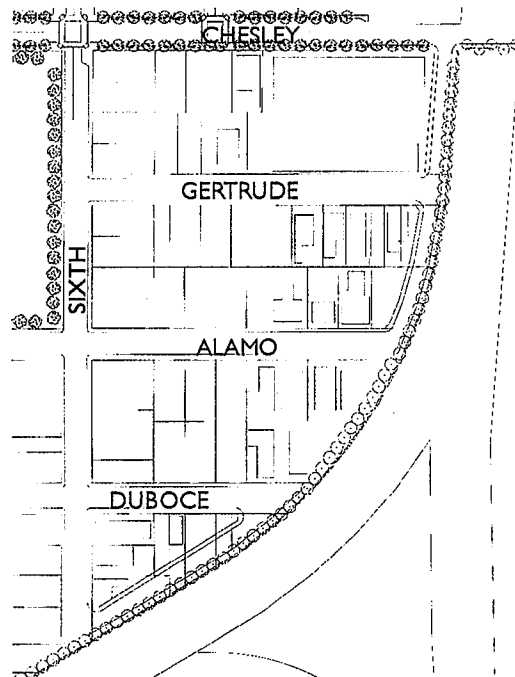
DESIGN PROPOSAL

Gateway

Evergreen planting along the Parkway slope and along the edge of Union Pacific Railroad creates not only a visual and sound barrier to ameliorate the impacts of the railway and the Parkway but also creates a green Gateway into the neighborhood of North Richmond.

Infill

Light industrial/housing infill development at York St vacant parcels. Parking access would be directly from Castro St with a bicycle path connection to York St and Richmond Parkway. There is the opportunity for housing infill at the northern parcel with light industrial land uses along the southern side of Castro St.

BUFFERS**EASTERN EDGE**

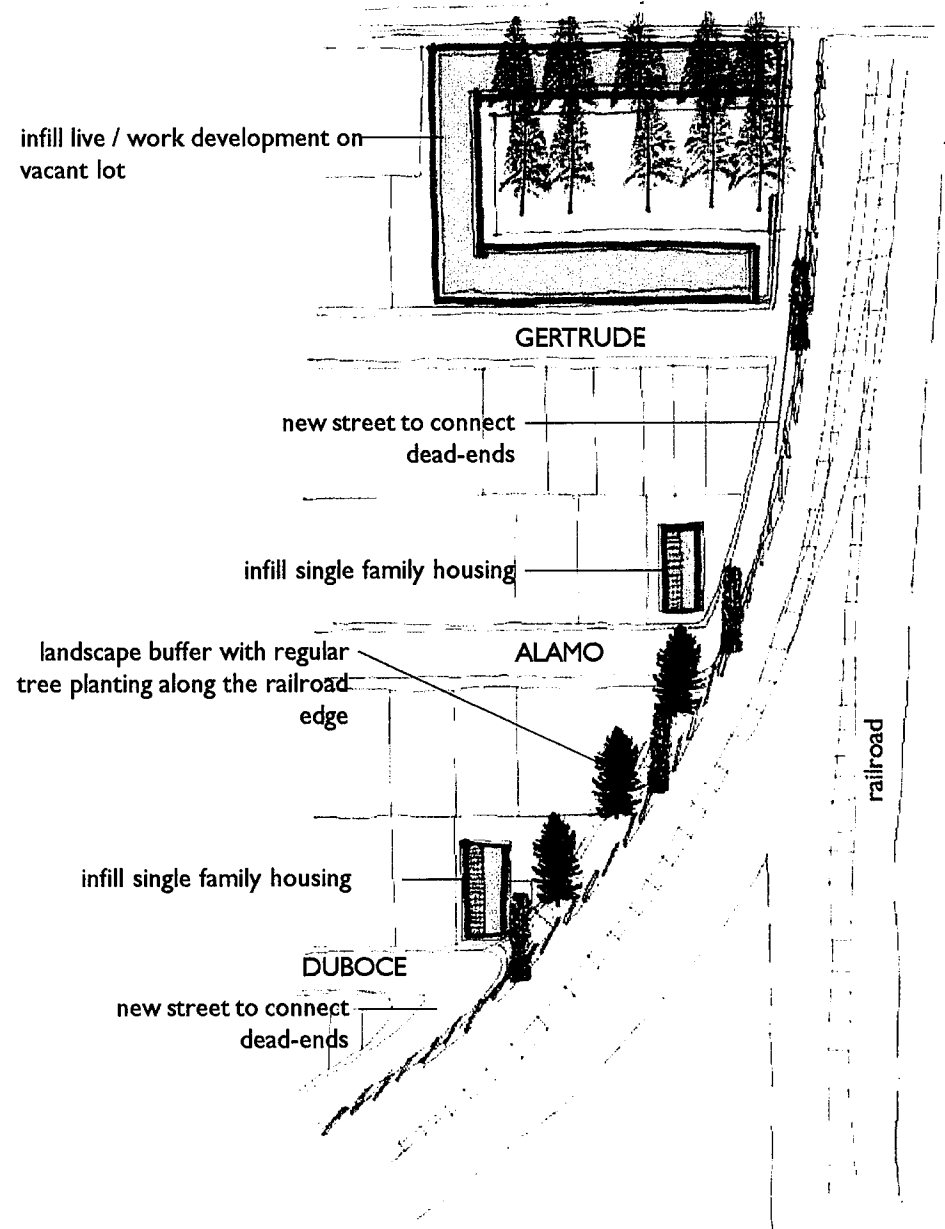
1 Plan of Eastern Buffer at the railroad

DESIGN PROPOSAL**Gateway**

Landscape Buffer of regular tree planting along the edge of the railroad creates a visual barrier between the rail ROW and the neighborhood.

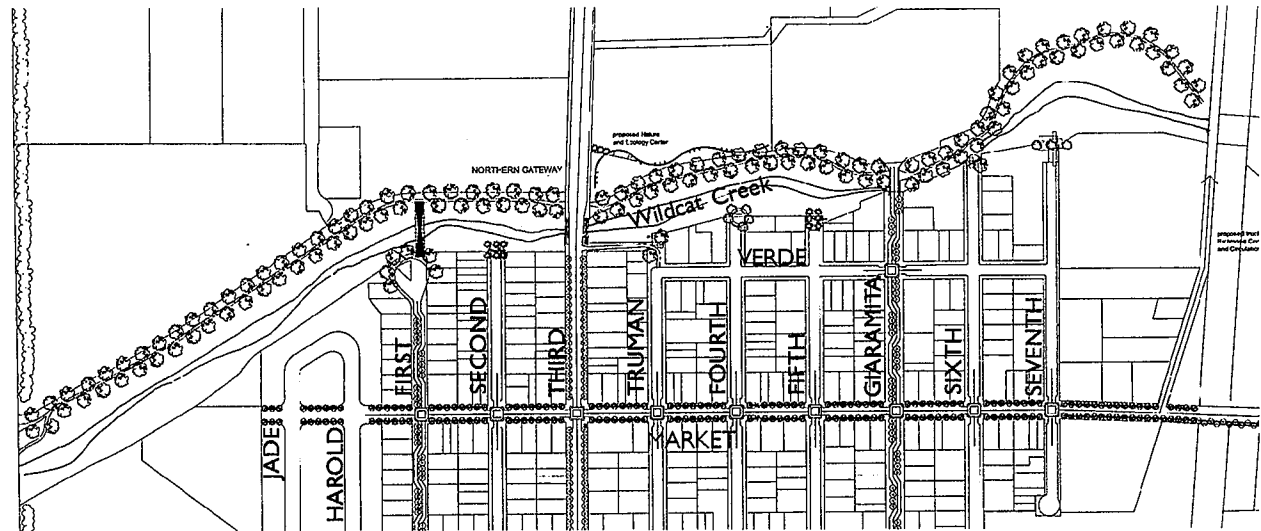
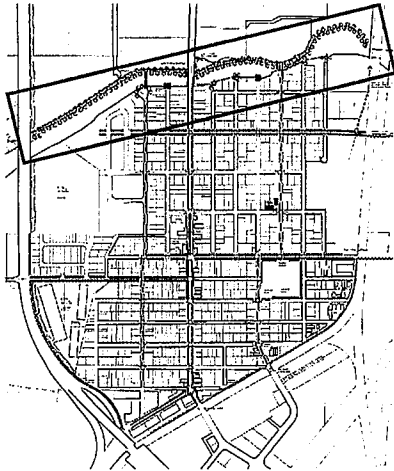
Infill

Single housing or live/work infill development opportunities at dead-end streets - Alamo Ave, Duboce Ave and Gertrude Ave. Single family development should reinforce existing housing patterns.



WILDERNESS

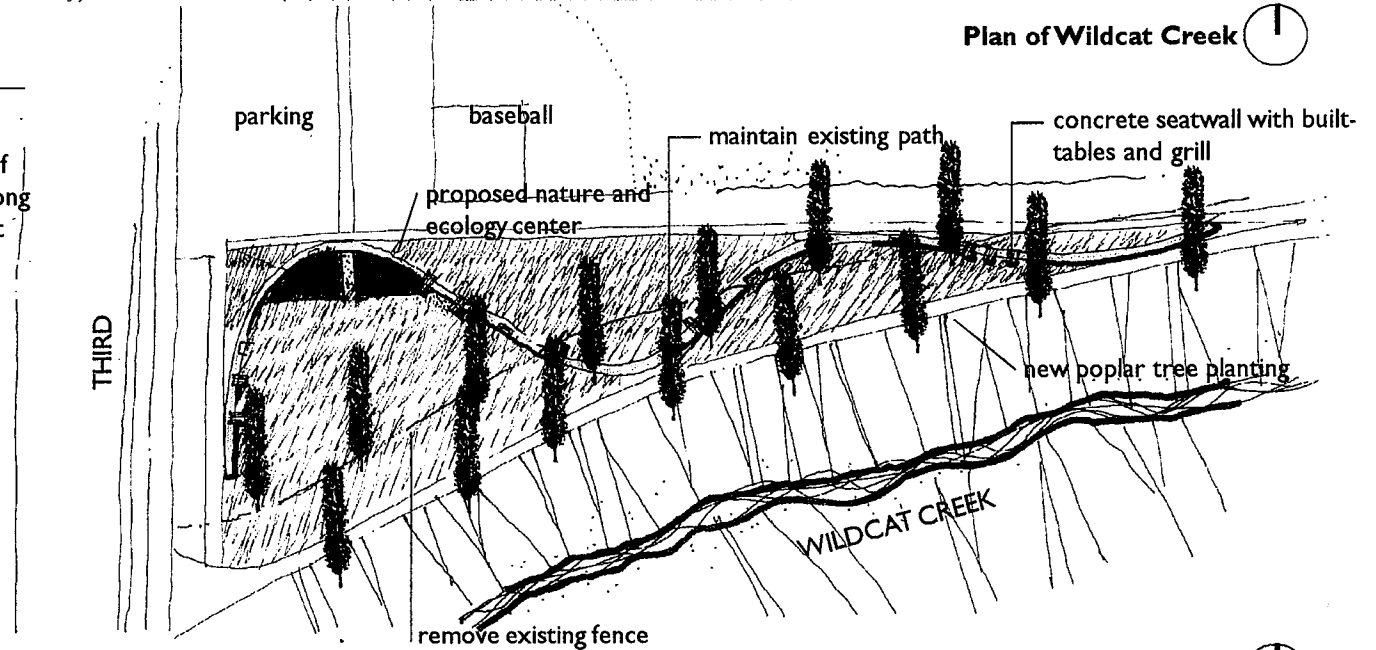
Wildcat Creek / Dead Ends / Fields



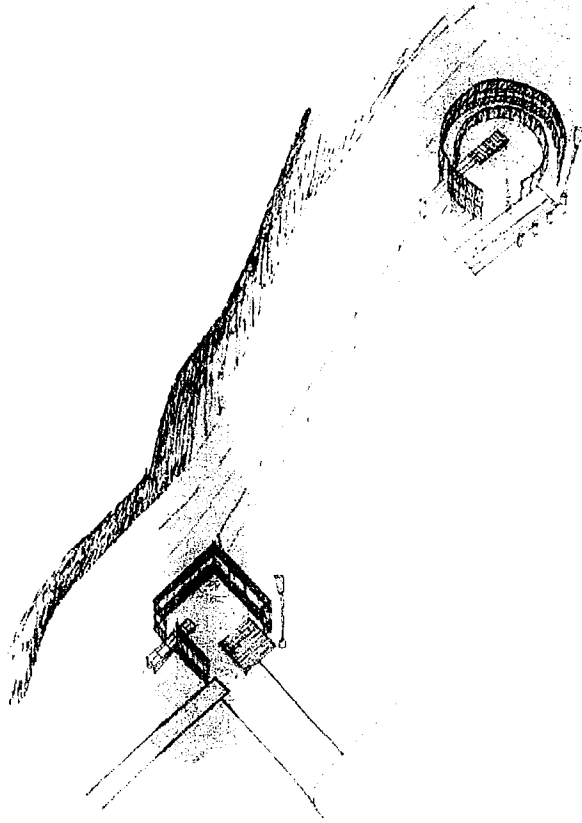
Plan of Wildcat Creek

DESIGN PROPOSAL**Landscape Buffer**

New Poplar tree planting along the edge of Wildcat Creek creates a visual marker along the pedestrian pathway. In the public right of way adjacent to Third St there is an opportunity to provide amenities for the community such as a Nature and Ecology Center, seatwalls, picnic tables and BBQ grills.



Plan of BBQ and Ecology Center area adjacent to Wildcat Ck

WILDERNESS**Wildcat Creek / Dead Ends / Fields**

Specimen tree planting and idiosyncratic overlook structures adjacent to Wildcat Creek provide visual markers for the Creek and also places for either quiet contemplation or for people to gather.

Overlooks over Wildcat Creek**Section through Wildcat Creek**

Chapter 5

Community Economic Development Strategy

COMMUNITY ECONOMIC DEVELOPMENT STRATEGY

The Urban Design and Transportation Plan concepts presented in Chapter 4 will dramatically change the North Richmond landscape by visually connecting both the City and County sections into a seamless streetscape along Filbert/Third Streets, which will be defined by its strong tree, lined street edge. The Urban Design and Transportation Plan forms the physical framework of a community economic development strategy for North Richmond. As such, implementation of the Plan in its entirety represents a long term planning, engineering, design and construction effort, which is estimated to take over 10 years to complete. As phases of the Urban Design and Transportation Plan are implemented, the improvements should serve as a catalyst to spur significant physical and economic change within North Richmond. Implementation of Phase I: the Third/Filbert Street improvements which are short term and can be completed within five years, are the core component of the Urban Design and Transportation. The Community and Economic Development Strategy discussion focuses Phase I: Third and Filbert Street improvements, the process for implementing/completing those improvements, the potential impact on North Richmond and the relationship to other planning and economic development efforts.

The Urban Design and Transportation Plan concepts are consistent with the goals for North Richmond in the Contra Costa County and City of Richmond General Plan documents. The Plan provides a urban design framework for achieving one of the stated goals of the General Plan documents of "achieving an upgrading of the visual appearance and unity of the area through architectural and landscape requirements..." Additionally, implementation of Phase I of the Urban Design and Transportation Plan requires no changes in the current land use designations or existing zoning designations along Third/Filbert Streets.

Both the County and the City are conducting feasibility studies of other community and economic development initiatives to employ to strengthen the proposed public improvements for the area. The County is examining the feasibility of undertaking a HOPE VI or other major housing/economic development initiative within a designated Special Study Area of North Richmond. The Special Study Area includes portions of the upper end of Third Street. Implementation of the Urban Design and Transportation Plan phases will strengthen the County's ability to successfully compete for funding for such an initiative. A key component of HOPE VI plan is creating a cohesive physical environment and establishing an urban design plan for the program area. The Urban Design and Transportation Plan provides a broad physical, public improvement framework and overall design context for the North Richmond area, which would be favorable as part of a HOPE VI application review. By providing an overall urban design context for North Richmond, the Urban Design and Transportation Plan also strengthen the more site/property specific standards of the County's North Richmond Design Guidelines. Since the intent of the Urban Design and Transportation Plan is to provide a consistent treatment of the physical landscape/streetscape in North Richmond, the City of Richmond may want to consider developing site-specific development guidelines which are compatible and consistent with the Urban Design and Transportation Plan and the County's North Richmond Design Guidelines and which ensure complementary and harmonious development.

Implementation of the North Richmond Livable Communities Urban Design and Transportation Plan will require a significant commitment of resources on both the part of the County and City for a multi-year period. The Plan will need to be established as the physical, public improvement framework and overall

urban design context for North Richmond. The following summarizes the actions and steps required by both the City of Richmond and Contra Costa County to implement the Plan and anticipated time frame for completing these actions and steps and the Phase I: Third and Filbert Street Recommendations

- **Plan Adoption (1 months).** Both the Board of Supervisor and the City Council will need to adopt the North Richmond Livable Communities Urban Design and Transportation Plan as the physical, public improvement framework and overall urban design context for the North Richmond area. As part of the Plan's adoption, the Richmond City Council and Contra Costa Board of Supervisor will need to authorize the commitment of staff, financial and other resources to refine the Plan Phases based the concepts and estimated cost delineated in the Plan. The Board of Supervisor and City Council will also need to direct their Departments of Public Works, Planning Departments and Redevelopment Agency staffs to prepare detailed engineering design, cost, and funding recommendations for implementation of Phase I: the Third/Filbert Street Improvement within a specified time frame. The detailed engineering design, cost and funding would then be submitted to the Board for approval.
- **Inter-agency Memorandum of Understanding/Cooperative Agreement (1 month).** Over the past few years, the City of Richmond and Contra Costa County Departments and staff have been working to provide a consistent and congruent level of services in both the City and County portions of North Richmond. The two parties have entered into a number of cooperative agreements delineating how services will be provided and by whom. Prior to beginning the engineering design and feasibility assessment of the Phase I: Third/Filbert improvements, the City and County Public Works Departments will need to develop another cooperative agreement which will determine which agency will have lead responsibility for the engineering design, what standards will be used, funding of design and construction, etc. Additionally, the Departments will also need to determine how maintenance responsibilities will be handled e.g. landscaping and/or lighting district, benefit assessment district, tax increment financing, etc. By having one agency designated as the lead for Third/Filbert Plan implementation, it will ensure design consistency. Similar understanding should be established with other parties/departments, who will need to be part of the memorandum such as the Planning Departments and Redevelopment Agencies.
- **Engineering Design, Feasibility and Environmental Assessment (6 months).** City and County Public Works Departments staff will need to jointly prepare the engineering design and feasibility report for the Phase I: Third/Filbert Streets Improvements and refine the plan concepts into engineering drawings and specifications. As part of the feasibility assessment, cost refinements, actual City and County budget estimates along with potential fund sources for implementation and maintenance will be identified. Agreement on how the construction drawings will be prepared and bidded, how the contract will be award and how the construction will be managed to ensure consistency will need to be resolved.
- **Environmental Review and Public Review.** Also as part of this process, an environmental assessment will be performed to identify the impact on traffic flows and parking along Third and any other potential environmental impacts the Plan may pose. The streets will need to re-rated in terms of traffic speeds/flows, particularly between Grove and Chesley, were the 30 foot wide central median with diagonal parking is proposed. Since the

proposed bulb-outs, median, and tree plantings will encroach into the public right of way, no additional land rights are anticipated being needed. However, the proposed design will result in approximately six parking spaces being lost in the area between Grove and Alamo. This reduction in parking is not anticipated to have a significant impact on current land uses but could have some impact on future commercial uses. However, there are sufficient options such as the joint use of under-utilized church parking lots, to offset the parking reduction and mitigate possible impacts.

- Capital Improvement Plan Modifications and Bid Package Approval (2 months). Once the engineering and environmental assessments have been completed, the detailed engineering report to support the implementation of the North Richmond Transportation and Urban Design Plan, Phase I: Third/Filbert Street Improvements, will be returned to the City Council and Board of Supervisors for approval. As part of the Council and Board Approval, the modification to the Capital Improvement Plans will also be adopted along with any interagency agreements needed to allow for the administration of the construction and to allow for coordination of the project's funding between the City and County.
- Construction Drawings, Bid and Award of Contract (3 months). After the City Council and Board of Supervisors have adopted the Plan, construction drawings and the bid packet will be prepared. Final bids will be reviewed and the contract awarded.
- Construction (12 to 18 months). Once the contract has been awarded, construction of the Phase I: Third/Filbert Improvements is anticipated to take between 12 to 18 months to complete.

The Urban Design and Transportation Improvement proposed for Third and Filbert Streets are comprehensive and range from landscaping, gateways, curb and sidewalk modifications, street improvements and re-designs, to lighting. The improvements proposed will not require any special standards to be developed. Similar improvements are being built or exist in other portions of the County and City including Crockett, Martinez, and Pacheco. The following table lists the Phase I: Third/Filbert Street Public Improvements and shows the estimated cost, potential funding sources and departments/agencies with this improvement item as part of its portfolio.

Phase I Third/Filbert Streets from Wildcat Creek to Vernon/Southern Pacific Railroad Track

Improvement Category	Type of Improvement	Segment/Area			Estimated Cost	Potential Funding Sources	Actions Required	Agencies	
		Upper End ¹	Central Civic ²	Lower End ³				City	County
Landscaping					\$743,600	General Funds, CDBG, RA, Grants, Assessment District	The treatments proposed are not standard however no special actions are required to implement these improvements	Parks & Landscaping	Public Works, Engineering
	Street Planting	36 " box Bradford Pear trees planted in parking lane @50' center	48 "box trees Median Strip Planting	36 " box Bradford Pear trees planted in parking lane @50' center. Redwood Trees along RR	\$399,900				
	Tree Guards		X		\$263,500				
	Sidewalk Furnishings (benches, trash receptacles, etc.)		X		\$57,200				
	Maintenance ⁴	X	X	X	\$50,000				

¹ The Upper End Segment refers to the area between Wildcat Creek and Grove Street

² The Central Civic Segment refers to the area between Grove and Alamo Streets, which is also considered the "Main Street" segment of North Richmond.

³ The Lower End Segment refers to the area between Alamo and Vernon Street/or the Lower End of North Richmond

⁴ Estimated cost of the first year's maintenance.

Street Lighting	Pedestrian Level Lighting	X	X	X	\$819,000	Development Frontage Improvement Fees, CDBG, RA, Assessment District, PG&E,	No special actions are required	Public Services Dept, Building Services	Public Works, Engineering
Sidewalks, Curbs and Gutters					\$1,125,000	Development Frontage Improvement Fees, Gas Tax, Redevelopment Agency Funds, Federal Grant, MTC TLC, Measure C, Safe Routes to Schools Grant	Engineering and design will be required and although the proposed changes are not standard, similar variations have been allowed in other areas	Public Services Dept, Engineering	Public Works, Engineering
	New Sidewalks /ADA Ramps and Bulb-out curbs	Bulb out @ all intersections	Bulb out @ all intersections	Bulb out @ all intersections	\$784,300				
	Gutter Modifications				\$340,700				
Street Modifications and Paving					\$513,700	Development Frontage Improvement Fees, Gas Tax, Redevelopment Agency Funds, Federal Grant, MTC TLC, Measure C, Safe Routes to Schools Grant	Some of the treatments proposed are not standard however no special actions are required to implement these improvements	Public Services Dept, Street Division	Public Works, Engineering
	AC Street Paving and Specialty Paving		Asphalt Pavers	Specialty Paving at bulb outs	\$440,400				

	Crosswalks and New Stripping		X		\$70,300				
	Street Signs				\$3,000				
Signage	Gateways	Archimedes Screw		Galvanized steel truss towers with up light	\$15,000	Redevelopment Funds, CDBG, TLC Grant	No special actions are required	Parks & Landscaping	Public Works, Engineering
Bus Shelters		New shelters proposed	New shelters proposed	New shelters proposed	\$45,000	Public Private Partnerships	Coordination of proposed design with Transit providers.	AC Transit, Public Services Dept, Equipment	Contra Costa Transit & Public Works, Engineering

SUPPORTIVE COMMUNITY AND ECONOMIC DEVELOPMENT ACTIONS

Filbert and Third Street will become the "Main Street" for North Richmond once the Phase I Improvements are completed. The Main Street effect would be greatly enhanced if the City and County were to encourage additional housing and economic development along the street. Currently there are over 15 vacant lots and/or boarded up properties along Third and Filbert Street, which are ripe for infill development. Since both the County and the City are interested in creating a commercial core/neighborhood center for the North Richmond in the area between Alamo and Grove, it would be appropriate to continue residential development along the upper and lower portions of Third and Filbert Streets. The predominate housing type along the corridor is single-family detached housing. To create more activity along the street, a denser housing type such as townhouse or attached single family or cluster housing units would be more appropriate.

Appendix

Cost Estimate

PHASE I : THIRD / FILBERT STREETS with undergrounding of utilities**OVERALL**

CONTRA COSTA COUNTY - Upper Third Street	\$1,779,576.00
Middle Third Block	\$837,715.00
RICHMOND CITY - Filbert Street	\$1,320,550.75
Middle Filbert Blocks	\$617,160.00

Subtotal Phase I \$4,555,001.75

Maintenance 3%	\$136,650.05
Maintenance of Utilities 3%	\$136,650.05
City Staff & Project Management 15%	\$683,250.26
Project Design & Administration 15%	\$683,250.26
Contingency 15%	\$683,250.26

TOTAL OVERALL BUDGET ESTIMATE \$6,878,052.64

DIVIDED BETWEEN COUNTY AND CITY

SUBTOTAL CONTRA COSTA COUNTY ESTIMATE	\$2,617,291.00
Maintenance 3%	\$78,518.73
Maintenance of Utilities 3%	\$78,518.73
City Staff & Project Management 15%	\$392,593.65
Project Design & Administration 15%	\$392,593.65
Contingency 15%	\$392,593.65

TOTAL BUDGET ESTIMATE FOR CONTRA COSTA COUNTY \$3,952,109.41

SUBTOTAL CITY OF RICHMOND ESTIMATE	\$1,937,710.75
Maintenance 3%	\$58,131.32
Maintenance of Utilities 3%	\$58,131.32
City Staff & Project Management 15%	\$290,656.61
Project Design & Administration 15%	\$290,656.61
Contingency 15%	\$290,656.61

TOTAL BUDGET ESTIMATE FOR CITY OF RICHMOND \$2,925,943.23

THIRD STREET (CONTRA COSTA COUNTY)

Item	Qty	Material Cost	per	Total Cost High	%
UNDERGROUNDING UTILITIES					
Underground utilities	2,960	\$300.00	l.f.	\$ 888,000.00	
Total Cost Undergrounding Utilities				\$ 888,000.00	49.9%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out Type 1: remove asphalt, concrete sidewalk, curb & gutter, 1 curb cut, conform AC paving @ curb, incl. \$5000 for drainage.	10	\$12,380.00	ea.	\$123,800.00	
Remove and Reconstruct Curb & Gutter	2390	\$54.00	l.f.	\$129,060.00	
Conform AC paving at Curb / new AC sidewalk to meet new curb	38240	\$7.50	s.f.	\$286,800.00	
Paint & Markings					
10' Wide Crosswalk Striping	10	\$1,260.00	ea.	\$12,600.00	
Paint Curb and street "bulbs" and shoulder	700	\$2.75	l.f.	\$1,925.00	
White striping down middle of road	1,280	\$1.70	l.f.	\$2,176.00	
Total Cost Pavement & Drainage				\$556,191.00	31.3%
ELECTRIC & LIGHTING					
Pedestrian Lighting with custom frame	26	\$2,500.00	ea	\$65,000.00	
Concrete Footing/Pole Base	26	\$850.00	ea	\$22,100.00	
Electric Service to lights	26	\$3,000.00	ea	\$78,000.00	
Total Cost Lighting				\$165,100.00	9.3%
LANDSCAPING					
Rubinia idahoensis - Idaho Locust - 24" box	95	\$1,200.00	ea	\$114,000.00	
Saw cut tree wells	95	\$97.00	ea	\$9,215.00	
First Year Landscaping Maintenance (lump sum estimate including plant establishment, irrigation maintenance etc.)	1	\$10,000.00	l.s.	\$10,000.00	
Total Cost Landscaping				\$133,215.00	7.5%
STREET FURNISHINGS					
Bus Shelter	3	\$6,500.00	ea	\$19,500.00	
Benches - 2 at Gateway	2	\$1,400.00	ea	\$2,800.00	
Trash Can (2 per block, one each side)	6	\$600.00	ea	\$3,600.00	
Total Cost Furnishings				\$25,900.00	1.5%
SIGNAGE					
New Stop signs at Chesley St	4	\$250.00		\$1,000.00	
Total Cost Signage				\$1,000.00	0.1%
NORTHERN GATEWAY					
Archimedes Screw Structure - Public Art Project (incl. lighting)	2	\$5,000.00	ea.	\$10,000.00	
Total Cost Gateway				\$10,000.00	0.6%
COST OF THIRD ST [CONTRA COSTA COUNTY]					\$ 1,779,576.00 100.0%

FILBERT STREET (CITY OF RICHMOND)

Item	Qty	Material Cost	per	Total Cost	%
UNDERGROUNDING UTILITIES					
Underground utilities	2,230	\$300.00	l.f.	\$ 669,000.00	
Total Cost Undergrounding Utilities				\$ 669,000.00	50.7%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out Type I: remove asphalt, concrete sidewalk, curb & gutter, 1 curb cut, conform AC paving @ curb, incl. \$5000 for drainage.	19	\$12,380.00	ea.	\$235,220.00	
Remove and Reconstruct Curb & Gutter	430	\$54.00	l.f.	\$23,220.00	
Conform AC paving at Curb	215	\$7.50	s.f.	\$1,612.50	
Specialty paving at the gateway	2,453	\$15.00	s.f.	\$36,795.00	
Paint & Markings					
10' Wide Crosswalk Striping	18	\$1,260.00	ea.	\$22,680.00	
Paint Curb and street "bulbs" and shoulder	1,665	\$2.75	l.f.	\$4,578.75	
White - middle of the road	1,285	\$1.70	l.f.	\$2,184.50	
Total Cost Pavement & Drainage				\$326,290.75	24.7%
ELECTRIC & LIGHTING					
24' Single - Hess Luxor bi-mount at Gateway	6	\$2,390.00	ea	\$14,340.00	
Pedestrian Lighting with Custom Frame	16	\$2,500.00	ea	\$40,000.00	
Electric Service to Pole lights	22	\$3,000.00	ea	\$66,000.00	
Total Cost Lighting				\$120,340.00	9.1%
LANDSCAPING					
Rubinia idahoensis - Idaho Locust - 24" box	70	\$1,200.00	ea	\$84,000.00	
Tree grates - 4' x 4' cast iron	70	\$1,176.00	ea	\$82,320.00	
First Year Landscaping Maintenance (lump sum estimate including plant establishment, irrigation maintenance etc.)	1	\$10,000.00	ls.	\$10,000.00	
Total Cost Landscaping				\$176,320.00	13.4%
STREET FURNISHINGS					
Bus Shelters	2	\$6,500.00	ea	\$13,000.00	
Benches (located at Gateway)	4	\$1,400.00	ea	\$5,600.00	
Total Cost Furnishings				\$18,600.00	1.4%
SIGNAGE					
AC Transit Signage	1	\$5,000.00	ls.	\$5,000.00	
Total Cost Signage				\$5,000.00	0.4%
GATEWAY					
Gateway - Towers - Public Art (lump sum)	1	\$5,000.00	ea	\$5,000.00	
Total Cost Gateway				\$5,000.00	0.4%
COST OF FILBERT ST [CITY OF RICHMOND]					\$ 1,320,550.75 100.0%

CENTRAL THIRD / FILBERT STREET

Item	Qty	Material Cost	per	Total Cost High	
UNDERGROUNDING UTILITIES					
Underground utilities	1,355	\$300.00	l.f.	\$	406,500.00
Total Cost Undergrounding Utilities				\$	406,500.00 28.2%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out Type 1: remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, incl. \$5000 for drainage.	7	\$12,380.00	ea.		\$86,660.00
Corner Bulb-out Type 2 [at bus stops]: remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, incl. \$5000 for drainage	2	\$21,530.00	ea.		\$43,060.00
Corner Bulb-out Type 3 [in front of Churches and Health Center]: remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, incl. \$5000 for drainage	3	\$27,635.00	ea.		\$82,905.00
Construct Curb & Gutter / Scupper drain at Pedestrian Median and on western edge of street	1315	\$54.00	l.f.		\$71,010.00
Remove and Reconstruct Curb & Gutter	430	\$54.00	l.f.		\$23,220.00
Specialty Paving					
Asphalt pavers in Pedestrian Median	11,115	\$15.00	s.f.		\$166,725.00
Asphalt pavers in sidewalk and bulb outs in front of Health Center and churches: replacing price of concrete sidewalk with asphalt paving	3	\$12,075.00	ea.		\$36,225.00
Paint & Markings					
10' Wide Crosswalk Striping	10	\$1,260.00	ea.		\$12,600.00
White	445	\$1.70	l.f.		\$756.50
Total Cost Paving & Drainage				\$	\$23,161.50 1.6%
ELECTRIC & LIGHTING					
24' Single - Hess Luxor single mount	45	\$2,500.00	ea.		\$112,500.00
Electric Service to Pole lights	45	\$3,000.00	ea.		\$135,000.00
Total Cost Lighting				\$	\$247,500.00 17.2%
LANDSCAPING					
Sawcut Tree Wells	13	\$97.00	ea.		\$1,261.00
Rubinia idahoensis - Idaho Locust trees - 36" box	79	\$1,200.00	ea.		\$94,800.00
Custom Tree Guard (around trees in the pedestrian median)	39	\$1,500.00	ea.		\$58,500.00
Tree grates (in sidewalk and pedestrian areas)	15	\$2,140.00			\$32,100.00
First Year Landscaping Maintenance (lump sum estimate including plant establishment, irrigation maintenance etc.)	1	\$15,000.00	l.s.		\$15,000.00
Total Cost Landscaping				\$	\$200,400.00 14.3%
STREET FURNISHINGS					
Bus Shelter	2	\$6,500.00	ea.		\$13,000.00
Trash Can (approx. 2 per block and several per pedestrian area)	8	\$600.00	ea.		\$4,800.00
Bollard / Lights	45	\$650.00	ea.		\$29,250.00
Benches (approx. 2 per block/side and in median)	12	\$1,400.00	ea.		\$16,800.00
Total Cost Furnishings				\$	\$63,850.00 4.4%
SIGNAGE					
AC Transit Signage	2	\$250.00	ea.		\$500.00
Total Cost Signage				\$	\$500.00 0.0%
COST OF CENTRAL THIRD / FILBERT ST					\$ 1,441,911.50 100.0%

CENTRAL THIRD / FILBERT STREET - county block

Item	Qty	Material Cost	per	Total Cost High	
UNDERGROUNDING UTILITIES					
Underground utilities	515	\$300.00	l.f.	\$	154,500.00
Total Cost Undergrounding Utilities				\$	154,500.00 18.4%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out Type 1: remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, incl. \$5000 for drainage.	3	\$12,380.00	ea.		\$37,140.00
Corner Bulb-out Type 2 [at bus stops]: remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, inc. \$5000 for drainage	0	\$21,530.00	ea.		\$0.00
Corner Bulb-out Type 3 [in front of Churches and Health Center]: specialty paving, remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, incl. \$5000 for drainage	1	\$27,635.00	ea.		\$27,635.00
Construct Curb & Gutter / Scupper drain at Pedestrian Median and on western edge of street	1315	\$54.00	l.f.		\$71,010.00
Remove and Reconstruct Curb & Gutter	430	\$54.00	l.f.		\$23,220.00
Specialty Paving					
Asphalt pavers in Pedestrian Median	11,115	\$15.00	s.f.		\$166,725.00
Asphalt pavers in sidewalk and bulb outs in front of Health Center and churches: replacing price of concrete sidewalk with asphalt paving	1	\$12,075.00	ea.		\$12,075.00
Paint & Markings					
10' Wide Crosswalk Striping	6	\$1,260.00	ea.		\$7,560.00
White	0	\$1.70	l.f.		\$0.00
Total Cost Paving & Drainage				\$	345,365.00 41.2%
ELECTRIC & LIGHTING					
24' Single - Hess Luxor single mount	24	\$2,500.00	ea		\$60,000.00
Electric Service to Pole lights	24	\$3,000.00	ea		\$72,000.00
Total Cost Lighting				\$	132,000.00 15.8%
LANDSCAPING					
Sawcut Tree Wells	0	\$97.00	ea.		\$0.00
Rubinia idahoensis - Idaho Locust trees - 36" box	54	\$1,200.00	ea		\$64,800.00
Custom Tree Guard (around trees in the pedestrian median)	39	\$1,500.00	ea		\$58,500.00
Tree grates (in sidewalk and pedestrian areas)	15	\$2,140.00			\$32,100.00
First Year Landscaping Maintenance (lump sum estimate including plant establishment, irrigation maintenance etc.)	1	\$7,500.00	l.s.		\$7,500.00
Total Cost Landscaping				\$	162,900.00 19.4%
STREET FURNISHINGS					
Bus Shelter	0	\$6,500.00	ea		\$0.00
Trash Can (approx. 2 per block and several per pedestrian area)	8	\$600.00	ea		\$4,800.00
Bollard / Lights	45	\$650.00	ea		\$29,250.00
Benches (approx. 2 per block/side and in median)	6	\$1,400.00	ea		\$8,400.00
Total Cost Furnishings				\$	42,450.00 5.1%
SIGNAGE					
AC Transit Signage	2	\$250.00	ea.		\$500.00
Total Cost Signage				\$	500.00 0.1%
COST OF CENTRAL THIRD / FILBERT [COUNTY BLOCKS]				\$	837,715.00 100.0%

CENTRAL THIRD / FILBERT STREET - city blocks

Item	Qty.	Material Cost	per	Total Cost	%
UNDERGROUNDING UTILITIES					
Underground utilities	840	\$300.00	l.f.	\$	252,000.00
Total Cost Undergrounding Utilities				\$	252,000.00 40.8%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out Type 1: remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, incl. \$5000 for drainage.	4	\$12,380.00	ea.	\$49,520.00	
Corner Bulb-out Type 2 [at bus stops]: remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, inc. \$5000 for drainage	2	\$21,530.00	ea.	\$43,060.00	
Corner Bulb-out Type 3 [in front of Churches and Health Center]: specialty paving, remove asphalt, concrete sidewalk, curb & gutter, 2 curb cuts, conform AC paving @ curb, incl. \$5000 for drainage	2	\$27,635.00	ea.	\$55,270.00	
Construct Curb & Gutter / Scupper drain at Pedestrian Median and on western edge of street	0	\$54.00	l.f.	\$0.00	
Remove and Reconstruct Curb & Gutter	0	\$54.00	l.f.	\$0.00	
Specialty Paving					
Asphalt pavers in sidewalk and bulb outs in front of Health Center and churches: replacing price of concrete sidewalk with asphalt paving	2	\$12,075.00	ea.	\$24,150.00	
Paint & Markings					
10' Wide Crosswalk Striping	8	\$1,260.00	ea.	\$10,080.00	
White	400	\$1.70	l.f.	\$680.00	
Total Cost Pavement & Drainage				\$102,760.00	29.6%
ELECTRIC & LIGHTING					
24' Single - Hess Luxor single mount	22	\$2,500.00	ea	\$55,000.00	
Electric Service to Pole lights	22	\$3,000.00	ea	\$66,000.00	
Total Cost Lighting				\$121,000.00	12.6%
LANDSCAPING					
Sawcut Tree Wells	19	\$97.00	ea.	\$1,843.00	
Rubinia idahoensis - Idaho Locust trees - 36" box	25	\$1,200.00	ea	\$30,000.00	
Custom Tree Guard (around trees in the pedestrian median)	0	\$1,500.00	ea	\$0.00	
Tree grates (in sidewalk and pedestrian areas)	0	\$2,140.00		\$0.00	
First Year Landscaping Maintenance (lump sum estimate including plant establishment, irrigation maintenance etc.)	1	\$7,500.00	l.s.	\$7,500.00	
Total Cost Landscaping				\$37,500.00	4.1%
STREET FURNISHINGS					
Bus Shelter	2	\$6,500.00	ea	\$13,000.00	
Trash Can (approx. 2 per block and several per pedestrian area)	8	\$600.00	ea	\$4,800.00	
Bollard / Lights	0	\$650.00	ea	\$0.00	
Benches (approx. 2 per block/side and in median)	4	\$1,400.00	ea	\$5,600.00	
Total Cost Furnishings				\$23,400.00	3.8%
SIGNAGE					
AC Transit Signage	2	\$250.00	ea.	\$500.00	
Total Cost Signage				\$500.00	0.1%
COST OF CENTRAL THIRD / FILBERT [CITY BLOCKS]				\$	617,160.00 100.0%

PHASE 2 : SLOW STREETS

Note: the bulb-out quantity and placement in the plan does not take into consideration the existing driveway locations. Quantities and placement may vary based on a future accurate field survey.

First and York St	\$1,380,812.60
Giaramita and Kelsey St	\$1,576,083.50
Subtotal Phase 2 Slow Streets	\$2,956,896.10
<i>Traffic Control 3% Total</i>	<i>\$88,706.88</i>
<i>Mobilization 5%</i>	<i>\$147,844.81</i>
<i>Maintenace of Utilties 3%</i>	<i>\$88,706.88</i>
<i>City Staff & Project Management 15%</i>	<i>\$443,534.42</i>
<i>Project Design & Administration 15%</i>	<i>\$443,534.42</i>
<i>15% Contingency</i>	<i>\$443,534.42</i>
TOTAL ESTIMATE	\$4,612,757.92

SLOW STREETS : FIRST / YORK STREETS**FIRST STREET****TYPICAL BLOCK FIRST ST TYPE I - between Market Ave and West Ruby Ave**

Item	Qty.	Material Cost	per	Total Cost High	%
PAVING & DRAINAGE					
Concrete					
First St Bulb-out Corner Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, 1 curb cuts, conform AC paving @ curb, incl. \$5000 for drainage	2	\$24,844.50	ea.	\$49,689.00	
First St Bulb-out Mid-block Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage	2	\$20,162.50	ea.	\$40,325.00	
Paint & Markings					
10' Wide Crosswalk Striping	2	\$1,260.00	ea.	\$2,520.00	
Paint Curb and street "bulbs" and shoulder	820	\$2.75	l.f.	\$2,255.00	
White	820	\$1.40	l.f.	\$1,148.00	
Total Cost Pavement & Drainage				\$95,937.00	47.9%
ELECTRIC & LIGHTING					
Pedestrian Lighting	8	\$2,500.00	ea	\$20,000.00	
Electric Service to Pole lights	16	\$3,000.00	ea	\$48,000.00	
Total Cost Lighting				\$68,000.00	34.0%
LANDSCAPING					
Sawcut Tree Wells	28	\$97.00	ea.	\$2,716.00	
Rubinia idahoensis - Idaho Locust trees - 36" box	28	\$1,200.00	ea.	\$33,600.00	
Total Cost Landscaping				\$36,316.00	18.1%
STREET FURNISHINGS					
Trash Can	0	\$600.00	ea	\$0.00	
Benches	0	\$1,400.00	ea	\$0.00	
Total Cost Furnishings				\$0.00	0.0%
SIGNAGE					
Remove Exst'g Signs (assume approx. 2 per block/side)	0	\$56.70	ea.	\$0.00	
AC Transit Signage	0	\$250.00	ea.	\$0.00	
Stop Signs	0	\$250.00	ea.	\$0.00	
Total Cost Signage				\$0.00	0.0%
COST OF TYPE I BLOCKS B/N MARKET AND W. RUBY				\$200,253.00	100.0%
SUBTOTAL COST TYPE I BLOCKS (3 ea.)				\$600,759.00	

TYPICAL BLOCK FIRST ST TYPE 2 - between West Ruby Avenue and Chesley Avenue

Item	Qty.	Material Cost per	Total Cost High	%
PAVING & DRAINAGE				
Concrete				
First Typical Block type 2 Corner Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage	2	\$16,235.50 ea.	\$32,471.00	
First St Block type 2 Typical Mid-block Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage	1	\$15,997.50 ea.	\$15,997.50	
Paint & Markings				
10' Wide Crosswalk Striping	2	\$1,260.00 ea.	\$2,520.00	
Paint Curb and street "bulbs" and shoulder	270	\$2.75 l.f.	\$742.50	
White	270	\$1.40 l.f.	\$378.00	
Total Cost Pavement & Drainage			\$52,109.00	60.7%
ELECTRIC & LIGHTING				
Pedestrian Lighting	4	\$2,500.00 ea	\$10,000.00	
Gateway Lighting with Custom Frame	0	\$2,500.00 ea	\$0.00	
Electric Service to Pole lights	4	\$3,000.00 ea	\$12,000.00	
Total Cost Lighting			\$22,000.00	25.65%
LANDSCAPING				
Sawcut Tree Wells	9	\$97.00 ea.	\$873.00	
Rubinia idahoensis - Idaho Locust trees - 36" box	9	\$1,200.00 ea.	\$10,800.00	
Total Cost Landscaping			\$11,673.00	13.6%
STREET FURNISHINGS				
Trash Can	0	\$600.00 ea	\$0.00	
Benches	0	\$1,400.00 ea	\$0.00	
Total Cost Furnishings			\$0.00	0.0%
SIGNAGE				
Remove Exst'g Signs (assume approx. 2 per block/side)	0	\$56.70 ea.	\$0.00	
AC Transit Signage	0	\$250.00 ea.	\$0.00	
Stop Signs	0	\$250.00 ea.	\$0.00	
Total Cost Signage			\$0.00	0.0%
COST OF FIRST ST BLOCKS TYPE 2 B/N W. RUBY AND CHESLEY			\$85,782.00	100.0%
SUBTOTAL COST TYPE 2 BLOCKS (1 ea.)			\$85,782.00	

CUL-DE-SAC AT END OF FIRST

Item	Qty.	Material Cost per	Total Cost High	%
PAVING & DRAINAGE				
Concrete				
First Typical Block type 2 Corner Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage	1	\$16,235.50 ea.	\$16,235.50	
First St Block type 2 Typical Mid-block Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage	2	\$15,997.50 ea.	\$31,995.00	
Dead end : asphalt roadway, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage.	1	\$94,035.60 ea.	\$94,035.60	
Paint & Markings				
10' Wide Crosswalk Striping	2	\$1,260.00 ea.	\$2,520.00	
Paint Curb and street "bulbs" and shoulder	270	\$2.75 l.f.	\$742.50	
White	270	\$1.40 l.f.	\$378.00	
Total Cost Pavement & Drainage			\$145,906.60	81.2%
ELECTRIC & LIGHTING				
Pedestrian Lighting	4	\$2,500.00 ea.	\$10,000.00	
Electric Service to Pole lights	4	\$3,000.00 ea.	\$12,000.00	
Total Cost Lighting			\$22,000.00	12.25%
LANDSCAPING				
Sawcut Tree Wells	9	\$97.00 ea.	\$873.00	
Rubinia idahoensis - Idaho Locust trees - 36" box	9	\$1,200.00 ea.	\$10,800.00	
Total Cost Landscaping			\$11,673.00	6.5%
STREET FURNISHINGS				
Trash Can	0	\$600.00 ea.	\$0.00	
Benches	0	\$1,400.00 ea.	\$0.00	
Total Cost Furnishings			\$0.00	0.0%
SIGNAGE				
Remove Exst'g Signs (assume approx. 2 per block/side)	0	\$56.70 ea.	\$0.00	
AC Transit Signage	0	\$250.00 ea.	\$0.00	
Stop Signs	0	\$250.00 ea.	\$0.00	
Total Cost Signage			\$0.00	0.0%
SUBTOTAL - COST OF CUL-DE-SAC FIRST ST BLOCK			\$179,579.60	100.0%
TOTAL COST FIRST STREET			\$866,120.60	

YORK STREET**TYPICAL BLOCK - YORK**

Item	Qty	Material Cost per	Total Cost High	%
PAVING & DRAINAGE				
Concrete				
York Typical Corner Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage	2	\$16,235.50 ea.	\$32,471.00	
York Typical Mid-block Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage	1	\$15,997.50 ea.	\$15,997.50	
Paint & Markings				
10' Wide Crosswalk Striping	2	\$1,260.00 ea.	\$2,520.00	
Paint Curb and street "bulbs" and shoulder	270	\$2.75 l.f.	\$742.50	
White	270	\$1.40 l.f.	\$378.00	
Total Cost Pavement & Drainage			\$52,109.00	60.7%
ELECTRIC & LIGHTING				
Pedestrian Lighting	4	\$2,500.00 ea.	\$10,000.00	
Electric Service to Pole lights	4	\$3,000.00 ea.	\$12,000.00	
Total Cost Lighting			\$22,000.00	25.65%
LANDSCAPING				
Sawcut Tree Wells	9	\$97.00 ea.	\$873.00	
Rubinia idahoensis - Idaho Locust trees - 36" box	9	\$1,200.00 ea.	\$10,800.00	
Total Cost Landscaping			\$11,673.00	13.6%
STREET FURNISHINGS				
Trash Can	0	\$600.00 ea.	\$0.00	
Benches	0	\$1,400.00 ea.	\$0.00	
Total Cost Furnishings			\$0.00	0.0%
SIGNAGE				
Remove Exst'g Signs (assume approx. 2 per block/side)	0	\$56.70 ea.	\$0.00	
AC Transit Signage	0	\$250.00 ea.	\$0.00	
Stop Signs	0	\$250.00 ea.	\$0.00	
Total Cost Signage			\$0.00	0.0%
COST OF TYPICAL YORK BLOCK			\$85,782.00	100.0%
TOTAL COST YORK STREET [6 ea. TYPICAL BLOCKS]			\$514,692.00	
ADDITIONAL ITEMS FOR YORK / FIRST STREETS				
First Year Landscaping Maintenance (lump sum estimate)	1	\$10,000.00 l.s.	\$10,000.00	
TOTAL COST YORK AND FIRST STREETS			\$1,380,812.60	

SLOW STREETS : GIARAMITA / KELSEY STREETS**TYPICAL BLOCK - GIARAMITA**

Item	Qty.	Material Cost	per	Total Cost High	%
PAVING & DRAINAGE					
Concrete					
Giaramita Bulb-out Corner Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, 1 curb cuts, conform AC paving @ curb	2	\$25,235.00	ea.	\$50,470.00	
Giaramita Bulb-out Mid-block Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb	2	\$22,804.00	ea.	\$45,608.00	
Paint & Markings					
10' Wide Crosswalk Striping	4	\$1,260.00	ea.	\$5,040.00	
Paint Curb and street "bulbs" and shoulder	820	\$2.75	l.f.	\$2,255.00	
Double Yellow	820	\$2.27	l.f.	\$1,861.40	
Total Cost Pavement & Drainage				\$105,234.40	54.2%
ELECTRIC & LIGHTING					
Pedestrian Lighting	8	\$2,500.00	ea.	\$20,000.00	
Electric Service to Pole lights	16	\$3,000.00	ea.	\$48,000.00	
Total Cost Lighting				\$68,000.00	35.1%
LANDSCAPING					
Sawcut Tree Wells	16	\$97.00	ea.	\$1,552.00	
Rubinia idahoensis - Idaho Locust trees - 36" box	16	\$1,200.00	ea.	\$19,200.00	
Total Cost Landscaping				\$20,752.00	10.7%
STREET FURNISHINGS					
Trash Can	0	\$600.00	ea.	\$0.00	
Benches	0	\$1,400.00	ea.	\$0.00	
Total Cost Furnishings				\$0.00	0.0%
SIGNAGE					
Remove Exst'g Signs (assume approx. 2 per block/side)	0	\$56.70	ea.	\$0.00	
AC Transit Signage	0	\$250.00	ea.	\$0.00	
Stop Signs	0	\$250.00	ea.	\$0.00	
Total Cost Signage				\$0.00	0.0%
COST OF TYPICAL GIARAMITA BLOCK				\$193,986.40	100.0%
SUBTOTAL - COST OF GIARAMITA STREET [4.75 TYPICAL BLOCKS]				\$921,435.40	

TYPICAL BLOCK - KELSEY

Item	Qty.	Material Cost per	Total Cost High	%
PAVING & DRAINAGE				
Concrete				
Kelsey Typical Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$5000 for drainage	2	\$30,485.00 ea.	\$60,970.00	
Kelsey Small corner Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, incl. \$2000 for drainage	2	\$6,961.50 ea.	\$13,923.00	
Paint & Markings				
10' Wide Crosswalk Striping	4	\$1,260.00 ea.	\$5,040.00	
Paint Curb and street "bulbs" and shoulder	270	\$2.75 l.f.	\$742.50	
Double Yellow	270	\$2.27 l.f.	\$612.90	
Total Cost Pavement & Drainage			\$81,288.40	71.5%
ELECTRIC & LIGHTING				
Pedestrian Lighting	4	\$2,500.00 ea.	\$10,000.00	
Electric Service to Pole lights	4	\$3,000.00 ea.	\$12,000.00	
Total Cost Lighting			\$22,000.00	19.36%
LANDSCAPING				
Sawcut Tree Wells	8	\$97.00 ea.	\$776.00	
Rubinia idahoensis - Idaho Locust trees - 36" box	8	\$1,200.00 ea.	\$9,600.00	
Total Cost Landscaping			\$10,376.00	9.1%
STREET FURNISHINGS				
Trash Can	0	\$600.00 ea.	\$0.00	
Benches	0	\$1,400.00 ea.	\$0.00	
Total Cost Furnishings			\$0.00	0.0%
SIGNAGE				
Remove Exst'g Signs (assume approx. 2 per block/side)	0	\$56.70 ea.	\$0.00	
AC Transit Signage	0	\$250.00 ea.	\$0.00	
Stop Signs	0	\$250.00 ea.	\$0.00	
Total Cost Signage			\$0.00	0.0%
COST OF TYPICAL KELSEY BLOCK			\$113,664.40	100.0%
SUBTOTAL - COST KELSEY STREET [4 TYPICAL BLOCKS]			\$454,657.60	

GATEWAY AT KELSEY

Item	Qty	Material Cost per	Total Cost High	%
PAVING & DRAINAGE				
Concrete				
Gateway Bulb-out : remove asphalt, concrete sidewalk, curb & gutter, conform AC paving @ curb, specialty paving	2	\$54,727.00 ea.	\$109,454.00	
Paint & Markings				
10' Wide Crosswalk Striping	4	\$1,260.00 ea.	\$5,040.00	
Paint Curb and street "bulbs" and shoulder	270	\$2.75 l.f.	\$742.50	
White	270	\$1.40 l.f.	\$378.00	
Total Cost Pavement & Drainage			\$115,614.50	60.9%
ELECTRIC & LIGHTING				
Gateway Lighting with Custom Frame	8	\$4,000.00 ea.	\$32,000.00	
Electric Service to Pole lights	8	\$3,000.00 ea.	\$24,000.00	
Total Cost Lighting			\$56,000.00	29%
LANDSCAPING				
Sawcut Tree Wells	8	\$97.00 ea.	\$776.00	
Rubinia idahoensis - Idaho Locust trees - 36" box	8	\$1,200.00 ea.	\$9,600.00	
Total Cost Landscaping			\$10,376.00	5.5%
STREET FURNISHINGS				
Trash Can	4	\$600.00 ea.	\$2,400.00	
Benches	4	\$1,400.00 ea.	\$5,600.00	
Total Cost Furnishings			\$8,000.00	4.2%
SIGNAGE				
Remove Exst'g Signs (assume approx. 2 per block/side)	0	\$56.70 ea.	\$0.00	
AC Transit Signage	0	\$250.00 ea.	\$0.00	
Stop Signs	0	\$250.00 ea.	\$0.00	
Total Cost Signage			\$0.00	0.0%
COST OF KELSEY GATEWAY BLOCK			\$189,990.50	100.0%
SUBTOTAL - TOTAL COST KELSEY GATEWAY			\$189,990.50	
ADDITIONAL ITEMS FOR KELSEY / GIARAMITA ST				
First Year Landscaping Maintenance (lump sum estimate)	1	\$10,000.00 l.s	\$10,000.00	
TOTAL COST FOR SLOW STREET GIARAMITA / KELSEY			\$1,576,083.50	

PHASES 4 & 5: BUFFERS

Western Buffers	\$1,075,625.00
Eastern Buffers	\$399,000.00
Wilderness	\$1,269,750.00
Subtotal Phases 4 & 5 Buffers	\$2,744,375.00
Traffic Control 3% Total	\$82,331.25
Mobilization 5%	\$137,218.75
Maintenance of Utilities 3%	\$82,331.25
City Staff & Project Management 15%	\$411,656.25
Project Design & Administration 15%	\$411,656.25
15% Contingency	\$411,656.25
TOTAL BUFFERS	\$4,281,225.00

WILDERNESS - CREEK & BBQ AREA

Item	Qty.	Material Cost	per	Total Cost High	%
ELECTRIC & LIGHTING					
Pedestrian Lighting along path	46	\$2,500.00	ea	\$115,000.00	
Lighting at BBQ area	10	\$2,500.00	ea.	\$25,000.00	
Electric Service to Pole lights	56	\$3,000.00	ea.	\$168,000.00	
Total Cost Lighting				\$308,000.00	24.3%
LANDSCAPING					
Poplars along pedestrian path and BBQ area	129	\$2,000.00	ea.	\$258,000.00	
Decomposed granite path	162000	\$3.50	s.f.	\$567,000.00	
Curved wall in BBQ area	655	\$110.00	l.f.	\$72,050.00	
First Year Landscaping Maintenance (lump sum estimate)	1	\$20,000.00	l.s.	\$20,000.00	
Total Cost Landscaping				\$917,050.00	72.2%
STREET FURNISHINGS					
Trash Can (in BBQ area)	4	\$600.00	ea.	\$2,400.00	
Benches (in BBQ area)	12	\$1,400.00	ea.	\$16,800.00	
BBQs	15	\$700.00	ea.	\$10,500.00	
Total Cost Furnishings				\$29,700.00	2.3%
OTHER					
Pedestrian bridge	1	\$15,000.00	l.s.	\$15,000.00	0.4%
SUBTOTAL WILDERNESS AREA				\$1,269,750.00	100.0%
TOTAL BUFFERS				\$2,744,375.00	

WESTERN EDGE

Item	Qty.	Material Cost	per	Total Cost High	%
PAVING & DRAINAGE					
Grading					
Grading Area	24,800		\$2.50 s.f.	\$62,000.00	
Total Cost Pavement & Drainage				\$62,000.00	5.8%
LANDSCAPING					
Sequoia sempervirens - Redwood - 36" box	427	\$1,600.00	ea.	\$683,200.00	
Ground cover	24800	\$1.00	s.f.	\$24,800.00	
Acoustic Wall	1690	\$150.00	l.f.	\$253,500.00	
Irrigation	33700	\$1.25	s.f.	\$42,125.00	
First Year Landscaping Maintenance (lump sum estimate)	1	\$10,000.00	l.s.	\$10,000.00	
Total Cost Landscaping				\$1,013,625.00	94.2%
TOTAL COST				\$1,075,625.00	100.0%

EASTERN EDGE

Item	Qty.	Material Cost	per	Total Cost High	%
LANDSCAPING					
Sequoia sempervirens - Redwood - 36" box	83	\$1,600.00	ea.	\$132,800.00	
Acoustic Wall	1,680	\$150.00	l.f.	\$252,000.00	
Irrigation	3360	\$1.25	ea.	\$4,200.00	
First Year Landscaping Maintenance (lump sum estimate)	1	\$10,000.00	l.s.	\$10,000.00	
Total Cost Landscaping				\$399,000.00	100.0%
TOTAL COST				\$399,000.00	100.0%

PHASE 3 : TRAVERSAL STREETS

Market St	\$802,627.20
Chesley St	\$846,311.80
Subtotal Phase 3 Traversal Streets	\$1,648,939.00
Traffic Control 3% Total	\$49,468.17
Mobilization 5%	\$82,446.95
Maintenace of Utilities 3%	\$49,468.17
City Staff & Project Management 15%	\$247,340.85
Project Design & Administration 15%	\$247,340.85
15% Contingency	\$247,340.85
PHASE 3 TOTAL ESTIMATE	\$2,572,344.84

MARKET STREET**MARKET STREET TYPICAL BLOCK NORTH OF THIRD / FILBERT**

Item	Qty.	Material Cost	per	Total Cost High	%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out: remove asphalt, concrete sidewalk, curb & gutter, \$5000 assumed for drainage/bulb, 1 curb cuts, conform AC paving @ curb	4	\$10,286.00	ea.	\$41,144.00	
Remove Sidewalk	328	\$4.60	s.f.	\$1,508.80	
Paint & Markings					
10' Wide Crosswalk Striping	4	\$1,260.00	ea.	\$5,040.00	
Total Cost Pavement & Drainage				\$47,692.80	76.5%
ELECTRIC & LIGHTING					
Pedestrian Lighting	0	\$2,500.00	ea.	\$0.00	
Electric Service to Pole lights	0	\$3,000.00	ea.	\$0.00	
Total Cost Lighting				\$0.00	0.0%
LANDSCAPING					
Prunus Cerasifera - Purpleleaf Plumb - 24" box	16	\$700.00	ea.	\$11,200.00	
Planting Strip - decomposed granite strip	575	\$3.50	s.f.	\$2,012.50	
Planting Strip	575	\$2.50	s.f.	\$1,437.50	
Total Cost Landscaping				\$14,650.00	23.5%
STREET FURNISHINGS					
Trash Can (approx. 2 per block/side)	0	\$1,500.00	ea.	\$0.00	
Benches (approx. 2 per block/side)	0	\$2,000.00	ea.	\$0.00	
Total Cost Furnishings				\$0.00	0.0%
SIGNAGE					
AC Transit Signage	0	\$250.00	ea.	\$0.00	
Total Cost Signage				\$0.00	0.0%
COST OF NORTH MARKET ST TYPICAL BLOCK				\$62,342.80	100.0%
SUBTOTAL - COST OF NORTH MARKET ST [7 ea. TYPICAL BLOCKS]				\$436,399.60	

MARKET STREET BLOCK TYPE I SOUTH OF THIRD/FILBERT - between Filbert St and First St

Item	Qty.	Material Cost	per	Total Cost High	%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out: remove asphalt, concrete sidewalk, curb & gutter, \$5000 assumed for drainage/bulb, 1 curb cuts, conform AC paving @ curb	4	\$10,286.00		\$41,144.00	
Remove Sidewalk	328	\$4.60	s.f.	\$1,508.80	
Paint & Markings					
10' Wide Crosswalk Striping	4	\$1,260.00	ea.	\$5,040.00	
Total Cost Pavement & Drainage				\$47,692.80	78.7%
ELECTRIC & LIGHTING					
Pedestrian Lighting	0	\$2,500.00	ea.	\$0.00	
Electric Service to Pole lights	0	\$3,000.00	ea.	\$0.00	
Total Cost Lighting				\$0.00	0.0%
LANDSCAPING					
Prunus Cerasifera - Purpleleaf Plumb - 24" box	16	\$700.00	ea.	\$11,200.00	
Planting Strip - decomposed granite strip	280	\$3.50	s.f.	\$980.00	
Planting Strip	280	\$2.50	s.f.	\$700.00	
Total Cost Landscaping				\$12,880.00	21.3%
STREET FURNISHINGS					
Trash Can (approx, 2 per block/side)	0	\$1,500.00	ea.	\$0.00	
Benches (approx. 2 per block/side)	0	\$2,000.00	ea.	\$0.00	
Total Cost Furnishings				\$0.00	0.0%
SIGNAGE					
AC Transit Signage	0	\$250.00	ea.	\$0.00	
Total Cost Signage				\$0.00	0.0%
COST OF SOUTH MARKET ST TYPICAL BLOCK TYPE I (BETWEEN FILBERT ST AND FIRST ST)				\$60,572.80	100.0%
SUBTOTAL COST TYPE I BLOCKS (2 ea.)				\$121,145.60	

MARKET STREET BLOCK TYPE 2 SOUTH OF THIRD/FILBERT - between First St and North Jade St

Item	Qty.	Material Cost	per	Total Cost High	%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out: remove asphalt, concrete sidewalk, curb & gutter, \$5000 assumed for drainage/bulb, 1 curb cuts, conform AC paving @ curb	4	\$10,286.00	ea.	\$41,144.00	
Remove Sidewalk	328	\$4.60	s.f.	\$1,508.80	
Paint & Markings					
10' Wide Crosswalk Striping	4	\$1,260.00	ea.	\$5,040.00	
Total Cost Pavement & Drainage				\$47,692.80	83.2%
ELECTRIC & LIGHTING					
Pedestrian Lighting	0	\$2,500.00	ea.	\$0.00	
Electric Service to Pole lights	0	\$3,000.00	ea.	\$0.00	
Total Cost Lighting				\$0.00	0.0%
LANDSCAPING					
Prunus Cerasifera - Purpleleaf Plum - 24" box	12	\$700.00	ea.	\$8,400.00	
Planting Strip - decomposed granite strip	210	\$3.50	s.f.	\$735.00	
Planting Strip	210	\$2.50	s.f.	\$525.00	
Total Cost Landscaping				\$9,660.00	16.8%
STREET FURNISHINGS					
Trash Can (approx, 2 per block/side)	0	\$1,500.00	ea.	\$0.00	
Benches (approx. 2 per block/side)	0	\$2,000.00	ea.	\$0.00	
Total Cost Furnishings				\$0.00	0.0%
SIGNAGE					
AC Transit Signage	0	\$250.00	ea.	\$0.00	
Total Cost Signage				\$0.00	0.0%
COST OF SOUTH MARKET ST TYPICAL BLOCK TYPE 2 (BETWEEN FIRST ST AND NTH JADE ST)				\$57,352.80	100.0%
SUBTOTAL COST OF TYPE 2 BLOCKS (2.5 ea.)				\$143,382.00	

ADDITIONAL ITEMS FOR MARKET STREET**SIGNAGE**

AC Transit Signage	2	\$250.00	ea.	\$500.00
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LANDSCAPING

First Year Landscaping Maintenance (lump sum estimate)	1	\$10,000.00 l.s.	\$10,000.00
STREET FURNISHINGS			
Bus Shelter	2	\$6,500.00 ea.	\$13,000.00
Trash Can (1 per bus stop)	2	\$600.00 ea.	\$1,200.00
GATEWAY			
Signage and Gateway element	1	\$5,000.00 l.s.	\$5,000.00
Specimen trees	16	\$2,000.00 ea.	\$32,000.00
Galvanized steel tree skirts with uplighting	16	\$2,500.00 ea.	\$40,000.00
TOTAL COST OF MARKET ST			\$802,627.20

GERTRUDE AND CHESLEY STREETS**TYPICAL BLOCK - CHESLEY STREET**

Item	Qty.	Material Cost	per	Total Cost High	%
PAVING & DRAINAGE					
Concrete					
Corner Bulb-out: remove asphalt, concrete sidewalk, curb & gutter, \$5000 assumed for drainage/bulb, 1 curb cuts, conform AC paving @ curb	4	\$10,286.00	ea.	\$41,144.00	
Remove Sidewalk	328	\$4.60	s.f.	\$1,508.80	
Paint & Markings					
10' Wide Crosswalk Striping	4	\$1,260.00	ea.	\$5,040.00	
Total Cost Pavement & Drainage				\$47,692.80	76.5%
ELECTRIC & LIGHTING					
Pedestrian Lighting	0	\$2,500.00	ea.	\$0.00	
Electric Service to Pole lights	0	\$3,000.00	ea.	\$0.00	
Total Cost Lighting				\$0.00	0.0%
LANDSCAPING					
Prunus Cerasifera - Purpleleaf Plum - 24" box	16	\$700.00	ea.	\$11,200.00	
Planting Strip - decomposed granite strip	575	\$3.50	sf	\$2,012.50	
Planting Strip	575	\$2.50	s.f.	\$1,437.50	
Total Cost Landscaping				\$14,650.00	23.5%
STREET FURNISHINGS					
Trash Can (approx. 2 per block/side)	0	\$1,500.00	ea.	\$0.00	
Benches (approx. 2 per block/side)	0	\$2,000.00	ea.	\$0.00	
Total Cost Furnishings				\$0.00	0.0%
SIGNAGE					
AC Transit Signage	0	\$250.00	ea.	\$0.00	
Total Cost Signage				\$0.00	0.0%
COST OF CHESLEY ST TYPICAL BLOCK				\$62,342.80	100.0%
SUBTOTAL COST OF CHESLEY ST [7.5 TYPICAL BLOCKS]				\$467,571.00	

TYPICAL BLOCK - GERTRUDE ST

Item	Qty.	Material Cost per	Total Cost High	%
PAVING & DRAINAGE				
Concrete				
Corner Bulb-out: remove asphalt, concrete sidewalk, curb & gutter, \$5000 assumed for drainage/bulb, 1 curb cuts, conform AC paving @ curb	4	\$10,286.00 ea.	\$41,144.00	
Remove Sidewalk	328	\$4.60 s.f.	\$1,508.80	
Paint & Markings				
10' Wide Crosswalk Striping	4	\$1,260.00 ea.	\$5,040.00	
Total Cost Pavement & Drainage			\$47,692.80	80.9%
ELECTRIC & LIGHTING				
Pedestrian Lighting	0	\$2,500.00 ea.	\$0.00	
Electric Service to Pole lights	0	\$3,000.00 ea.	\$0.00	
Total Cost Lighting			\$0.00	0.0%
LANDSCAPING				
Prunus Cerasifera - Purpleleaf Plum - 24" box	14	\$700.00 ea.	\$9,800.00	
Planting Strip - decomposed granite strip	244	\$3.50 s.f.	\$854.00	
Planting Strip	244	\$2.50 s.f.	\$610.00	
Total Cost Landscaping			\$11,264.00	19.1%
STREET FURNISHINGS				
Trash Can (approx, 2 per block/side)	0	\$1,500.00 ea.	\$0.00	
Benches (approx. 2 per block/side)	0	\$2,000.00 ea.	\$0.00	
Total Cost Furnishings			\$0.00	0.0%
SIGNAGE				
AC Transit Signage	0	\$250.00 ea.	\$0.00	
Total Cost Signage			\$0.00	0.0%
COST OF GERTRUDE ST TYPICAL BLOCK			\$58,956.80	100.0%
SUBTOTAL COST OF GERTRUDE ST [6 TYPICAL BLOCKS]			\$353,740.80	

ADDITIONAL ITEMS FOR GERTRUDE & CHESLEY ST**SIGNAGE**

AC Transit Signage	0	\$250.00 ea.	\$0.00
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LANDSCAPING

First Year Landscaping Maintenance (lump sum estimate)

GATEWAY

Major Gateway element at Gertrude and the Richmond Parkway

I \$10,000.00 I.s. \$10,000.00

I \$15,000.00 I.s. \$15,000.00

TOTAL COST OF GERTRUDE AND CHESLEY ST \$846,311.80